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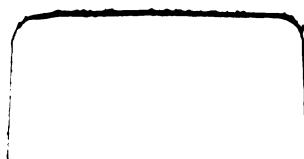
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ACCOUNTS AND PAPERS:

THIRTY VOLUMES.

—(3.)—

A R M Y;
COMMISSARIAT;
N A V Y.

Session

4 February — 8 August 1851.

33
VOL. XXXIII.

1851.

ACCOUNTS AND PAPERS:

1851.

THIRTY VOLUMES:—CONTENTS OF THE THIRD VOLUME.

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1849-50.

ACCOUNTS of ARMY, COMMISSARIAT, and
ORDNANCE RECEIPT and EXPENDITURE, for
the Year ended 31 March 1850, with REPORTS
of the Commissioners of Audit.

(Pursuant to Act 9 & 10 Vict. c. 32, s. 2.)

*Ordered, by The House of Commons, to be Printed,
20 May 1851.*

315.

Under 3 oz.

N A V Y, A R M Y, &c.

1 8 4 9-5 0.

**RETURN to an Order of the Honourable The House of Commons,
dated 23 July 1851 ;—for,**

**DETAILED ACCOUNTS “of RECEIPT and EXPENDITURE for NAVY,
ARMY, COMMISSARIAT, and ORDNANCE SERVICES, for the Year to the
31st day of March 1850.”**

(Mr. Cornwall Lewis.)

***Ordered, by The House of Commons, to be Printed,
25 July 1851.***

NAVAL SERVICES. - - - - -

COPY of a DETAILED ACCOUNT of the NAVAL RECEIPT and EXPENDITURE for the Year ended the 31st March 1850;
as well as with the Estimates under the subordinate Heads into which the Votes are divided in the

| | £. | s. | d. |
|---|--------------|----|----|
| To Amount granted for NAVAL SERVICES FOR THE YEAR 1849-50, per Act 12 & 13 Vict. c. 98, under the following Votes; viz.: | | | |
| Vote No. 1. Wages to Seamen and Marines | 1,355,420 | - | - |
| — 2. Victuals for ditto | 538,642 | - | - |
| — 3. Admiralty Office | 138,214 | - | - |
| — 4. General Register and Record Office of Seamen | 9,772 | - | - |
| — 5. Scientific Branch | 52,847 | - | - |
| — 6. Her Majesty's Establishments at Home | 137,287 | - | - |
| — 7. Her Majesty's Establishments Abroad | 24,873 | - | - |
| — 8. Wages to Artificers, &c. employed in Her Majesty's Establishments at Home | 764,763 | - | - |
| — 9. Wages to Artificers, &c. employed in Her Majesty's Establishments Abroad | 40,744 | - | - |
| — 10. Naval Stores, &c. for the Building, &c. of Ships, &c. | 1,168,869 | - | - |
| — 11. New Works, &c. in the Yards, &c. | 391,934 | - | - |
| — 12. Medicines and Medical Stores | 27,605 | - | - |
| — 13. Miscellaneous Services | 68,400 | - | - |
| — 14. Half Pay to Officers of the Navy and Royal Marines | 732,252 | - | - |
| — 15. Military Pensions and Allowances | 500,561 | - | - |
| — 16. Civil Pensions and Allowances | 161,357 | - | - |
| — 17. Army and Ordnance Departments (Conveyance of Troops) | 147,200 | - | - |
| | £. 6,260,740 | - | - |
| Post Office Department (Packet Service) | 748,296 | - | - |
| | £. 7,009,036 | - | - |
| To Amount granted on the Supplementary Estimate for the Year 1849-50, to provide for the expense of the Equipment of Her Majesty's Ship "North Star," for the purpose of taking out a Supply of Provisions, &c. for the Crews of Her Majesty's Ships "Investigator" and "Enterprise," employed on an Expedition to the Arctic Regions, per Act 12 & 13 Vict. c. 98, (Vote No. 5) | 12,688 | - | - |
| | £. 7,021,724 | - | - |

Admiralty, }
29 November 1850. }

Audit Office, }
18 July 1851. }

NAVAL SERVICES.

showing a Comparison of the Expenditure with the Grants under each of the General Heads stated in the Appropriation Act, Admiralty Ledger.—(Prepared in pursuance of Treasury Minute, dated the 13th January 1846.)

The Excess of 211,159*l.* 3*s.* 7*d.* shown on the Account of Naval Receipt and Expenditure for the Financial Year ended the 31st March 1849, has been Voted by Parliament, as per Printed Paper, 4th March 1850, No. 120, agreeably with the authority of the Lords of the Treasury, as signified by Sir C. E. Trevelyan's Letter, received the 4th March 1850.

| VOTES. | | EXPENDITURE. 1849-50. | | GRANTS, including Supplementary Estimate. | | Refer- ence Page to Detailed Account. | Addition by the Commissioners of Audit. | | | |
|--------|---|--------------------------|-------|--|-------|---|---|-------|-----------------|-------|
| | | | | | | | EXPENDED | | | |
| | | | | | | | Less than Vote. | | More than Vote. | |
| No. | | £. | s. d. | £. | s. d. | | £. | s. d. | £. | s. d. |
| 1 | NAVY EFFECTIVE SERVICES: | | | | | | | | | |
| 1 | BY Wages to Seamen and Marines | 1,284,216 | 10 11 | 1,355,420 | - - | 5 | 71,208 | 9 1 | - | - |
| 2 | „ Victuals for ditto - - - | 467,052 | 8 5 | 538,642 | - - | 5 | 71,589 | 16 7 | - | - |
| 3 | „ Admiralty Office - - - | 139,983 | 13 11 | 136,214 | - - | 6 | - | - - | 1,769 | 13 11 |
| 4 | „ General Register and Record Office of Seamen - - - } | 9,198 | 19 9 | 9,772 | - - | 6 | 573 | - 3 | - | - |
| 5 | „ Scientific Branch - - - | 124,769 | 8 2 | { 52,847 - - *12,688 - - } | - - | 6 | - | - - | 59,234 | 8 2 |
| 6 | „ Her Majesty's Establishments at Home - - - } | 135,443 | 4 11 | 137,287 | - - | 6 | 1,843 | 15 1 | - | - |
| 7 | „ Her Majesty's Establishments Abroad - - - } | 24,318 | 1 1 | 24,873 | - - | 7 | 554 | 18 11 | - | - |
| 8 | „ Wages to Artificers, &c. em- ployed in Her Majesty's Establishments at Home - } | 694,356 | - 6 | 764,763 | - - | 7 | 70,406 | 19 6 | - | - |
| 9 | „ Wages to Artificers, &c. em- ployed in Her Majesty's Establishments Abroad - } | 40,097 | 3 5 | 40,744 | - - | 7 | 646 | 16 7 | - | - |
| 10 | „ Naval Stores, &c. for the Building and Repair of Ships, &c. - - - } | 904,085 | 13 4 | 1,168,869 | - - | 8 | 264,783 | 6 8 | - | - |
| 11 | „ New Works, Improvements, and Repairs in the Yards, &c. - } | 406,627 | 17 5 | 391,934 | - - | 8 | - | - - | 14,693 | 17 5 |
| 12 | „ Medicines and Medical Stores - | 25,260 | 17 3 | 27,605 | - - | 9 | 2,344 | 2 9 | - | - |
| 13 | „ Miscellaneous Services - - | 82,412 | 7 - | 68,400 | - - | 9 | - | - - | 14,012 | 7 - |
| | NAVY NON-EFFECTIVE SERVICES: | | | | | | | | | |
| 14 | By Half Pay to Officers of the Navy and Royal Marines - } | 741,114 | 6 11 | 732,252 | - - | 9 | - | - - | 8,862 | 6 11 |
| 15 | „ Military Pensions and Allow- ances - - - } | 479,184 | 8 4 | 500,561 | - - | 10 | 21,376 | 11 8 | - | - |
| 16 | „ Civil Pensions and Allowances | 155,711 | 17 7 | 161,357 | - - | 10 | 5,645 | 2 5 | - | - |
| | SERVICES OF OTHER DEPARTMENTS: | | | | | | | | | |
| 17 | By Army and Ordnance Depart- ments (Conveyance of Troops) } | 133,050 | 5 9 | 147,200 | - - | 10 | 13,549 | 14 3 | - | - |
| | „ Post Office Department (Packet Service) - - - } | 761,569 | 16 9 | 748,396 | - - | 10 | - | - - | 13,273 | 16 9 |
| | | 6,609,052 | 16 5 | 7,009,036 | - - | | 624,517 | 13 9 | 111,846 | 10 2 |
| | | | | *12,688 | - - | | | | | |
| | By Balance of Votes unappropriated | 412,671 | 3 7 | * Supplementary Estimate | - - | | | | | |
| | £. | 7,021,724 | - - | 7,021,724 | - - | | | | | |
| | | | | | | | Net Surplus, £. 412,671. 3. 7. | | | |

Vide Explanations of the Causes of Excess on page 4.

(signed) J. T. Briggs,
Accountant-general of the Navy.

Examined,
E. A. Hoffay,
Inspector in Charge of Naval and Military Accounts.

EXPLANATIONS of the CAUSES of EXCESS on the preceding Account.

VOTE No. 3.—ADMIRALTY OFFICE - - - - - £. 1,769. 13. 11.

The Excess under this head arises, not on the Establishment, but the greater part from increased expenditure for postage, and from law charges generally.

VOTE No. 5.—SCIENTIFIC BRANCH - - - - - £. 59,234. 8. 2.

This Excess is occasioned by the expenditure incurred in sending out the Arctic Expeditions in search of Sir John Franklin, but chiefly in connexion with those despatched under Captain Austin, R. N., and Captain Penny of the merchant service, for which no specific Parliamentary Grant was taken, but the Treasury sanctioned the appropriation of a sum out of the Surplus which it appeared there would be on the Naval Grants generally, to meet the cost of those expeditions, and a Supplementary Vote was granted by Parliament for the further expenses of those expeditions in 1850–51; also from the settlement of the Hudson Bay Company's claim for supplies to the Overland Expedition under Sir John Richardson; and from gratuities awarded to the crews of merchant vessels for their exertions on behalf of Sir John Franklin.

VOTE No. 11.—NEW WORKS, &c. - - - - - £. 14,693. 17. 5.

This Excess arises in part from works which had been carried on in the preceding year 1848–49, but which had not arrived at a sufficient state of forwardness to admit of the vouchers being granted and payment made before the accounts for that year were closed on the 31st March; in part, from greater progress being made in a variety of works than had been expected, or could be anticipated when the Estimates were framed, lessened by the progress on other works not having been carried on so expeditiously as had been reckoned upon; and, finally, from there having been prepared and delivered into Portsmouth Dock-Yard a quantity of materials intended for works contemplated, but not used in consequence of those works being postponed. The accounts were not settled at the time the Estimates were framed, and the sums paid for these materials were not included in the Estimate.

VOTE No. 13.—MISCELLANEOUS SERVICES - - - - - £. 14,012. 7. -.

This Excess has arisen from payments of head-money to the officers and crews of Her Majesty's ships for the capture of Bornean and Chinese Pirates, under Act 6 Geo. 4, c. 49, and from the settlement of arrear claims of the Electric Telegraph Company for the transmission of messages to Portsmouth, on the abolition of the line of semaphore communication.

VOTE No. 14.—HALF-PAY - - - - - £. 8,862. 6. 11.

This Vote has been found inadequate to meet the increased number of claims for half-pay, owing to the large reduction of the fleet.

POST-OFFICE DEPARTMENT (PACKET SERVICE) - - - - - £. 13,273. 16. 9.

The Excess under this Vote arises from an increased expenditure beyond the provision made for the repairs of, and supplies of coals to, the packets on the Holyhead Station, the Estimate having been framed to meet the requirements of four packets carrying one mail per diem, whereas, from June 1849, two mails were carried per diem, and three additional vessels consequently employed; also from the consumption of coals in steam-vessels carrying the mail in the Mediterranean exceeding the Estimate.

N. B.—The application of so much of the Surplus under Votes 1, 2, 4, 6, 7, 8, 9, 10, 12, 15, 16, and 17, as is required to cover the deficiencies on the Grants for the Services abovementioned, has been sanctioned with reference to the provisions of the 27th clause of the Act 12 & 13 Vict., c. 98.

(signed) J. T. Briggs,
Accountant-general of the Navy.

Examined,
E. A. Hoffay.

DETAILED ACCOUNT of the NAVAL RECEIPT and EXPENDITURE, for the Year ended the 31st March 1850.

| HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER. | EXPENDITURE, 1849-50. | ESTIMATE, 1849-50. | Addition by the Commissioners of Audit. | | | |
|--|--------------------------|-----------------------|---|-----------|---------------------|------------|
| | | | EXPENDED | | | |
| | | | Less than Estimate. | | More than Estimate. | |
| VOTE No. 1. | | | | | | |
| WAGES TO SEAMEN AND MARINES: | | | | | | |
| | £. | s. | d. | £. | s. | d. |
| Wages to Seamen and Marines } afloat - - - - - | 965,740 | 5 | 10 | | | |
| Slops, Soap, and Tobacco - - | 69,740 | 8 | 5 | | | |
| Apprehension of Deserters - - | 2,699 | 12 | 11 | | | |
| | 1,038,186 | 7 | 2 | 1,130,560 | - | - |
| | | | | 92,373 | 12 | 10 |
| | | | | | | |
| Subsistence of Commissioned and } Staff Officers, R. M. - - - | 55,889 | 15 | 4 | | | |
| Subsistence of Non-commissioned } Officers and Privates, R. M. - | 140,194 | 4 | 10 | | | |
| Recruiting Expenses - - - | 28 | 9 | 1 | | | |
| Salaries, Marine Service - - | 1,721 | 15 | - | | | |
| Contingencies, Marine Service - | 14,515 | 18 | - | | | |
| Marine Necessaries - - - | 1,976 | 2 | 11 | | | |
| | 214,326 | 5 | 2 | 198,460 | - | - |
| | | | | - | - | - |
| | | | | | | 15,866 5 2 |
| Marine Clothing and Accoutre- } ments - - - - - | 18,225 | 15 | 3 | | | |
| Allowances in lieu of Marine } Clothing - - - - - | 5,748 | 5 | 10 | | | |
| | 23,974 | 1 | 1 | 18,400 | - | - |
| | | | | - | - | - |
| | | | | | | 5,574 1 1 |
| Marine Barrack Stores - - - | 7,729 | 17 | 6 | 8,000 | - | - |
| | | | | 270 | 2 | 6 |
| | | | | | | - |
| £. | 1,284,216 | 10 | 11 | 1,355,420 | - | - |
| | | | | 92,643 | 15 | 4 |
| | | | | | | 21,440 6 3 |
| VOTE No. 2. | | | | | | |
| VICTUALS FOR SEAMEN AND MARINES: | | | | | | |
| | £. | s. | d. | | | |
| Provisions received under Contract, } as detailed at p. 28 - - - | 226,462 | 9 | - | | | |
| Tea - - - - - | 6,887 | 9 | 1 | | | |
| Victualling Stores received under } Contract - - - - - | 8,161 | 2 | - | | | |
| Provisions and Victualling Stores } purchased and repaired - - | 128,847 | 4 | 10 | | | |
| Ditto, supplied by other Depart- } ments - - - - - | 19,318 | 9 | - | | | |
| Pursers' Balances - - - | 47,803 | 13 | 9 | | | |
| Necessary Money - - - | 27,317 | 9 | 7 | | | |
| Savings - - - - - | 71,849 | 17 | 6 | | | |
| Extra Allowance to Pursers of } Yachts - - - - - | 445 | 10 | - | | | |
| Allowances in lieu of Provisions, } Fuel, &c. - - - - - | 12,568 | 14 | 2 | | | |
| Lighterage and other Charges on } Provisions, &c. - - - - - | 2,087 | 2 | 3 | | | |
| Freight of Provisions and Victual- } ling Stores - - - - - | 8,530 | 13 | 10 | | | |
| Issues for the Victualling Service - | 7,070 | 7 | 10 | | | |
| | £. 567,360 | 2 | 10 | | | |
| ABATE,— | | | | | | |
| Amount of Issues on account of } other Branches of the Service, &c. } | 100,297 | 19 | 5 | | | |
| | 467,052 | 3 | 5 | 538,642 | - | - |
| | | | | 71,589 | 16 | 7 |
| £. | 467,052 | 3 | 5 | 538,642 | - | - |
| | | | | 71,589 | 16 | 7 |
| | | | | | | - |

DETAILED ACCOUNT of the Naval Receipt and Expenditure—continued.

| HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER. | EXPENDITURE, 1849-50. | ESTIMATE, 1849-50. | Addition by the Commissioners of Audit | | | |
|--|--------------------------|---|--|-------------|---------------------|----------|
| | | | EXPENDED | | | |
| | | | Less than Estimate. | | More than Estimate. | |
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| VOTE No. 3. | | | | | | |
| ADMIRALTY OFFICE: | | | | | | |
| Salaries, Admiralty Office - - - - - | 101,544 - 2 | 102,858 - - | 1,313 19 10 | — | — | — |
| Wages - - ditto - - - - - | 3,505 9 1 | 3,336 - - | - - - | 169 9 1 | — | — |
| Contingencies ditto - - - - - | 31,467 1 3 | 30,020 - - | - - - | 1,447 1 3 | — | — |
| Law Charges ditto - - - - - | 3,467 3 5 | 2,000 - - | - - - | 1,467 3 5 | — | — |
| £. | 139,983 13 11 | 138,214 - - | 1,313 19 10 | 3,083 13 9 | — | — |
| VOTE No. 4. | | | | | | |
| GENERAL REGISTER AND RECORD OFFICE OF SEAMEN: | | | | | | |
| Registry of Seamen - - - - - £. | 9,198 19 9 | 9,772 - - | 573 - 3 | — | — | — |
| VOTE No. 5. | | | | | | |
| SCIENTIFIC BRANCH: | | | | | | |
| Salaries, Royal Observatory - - - - - | 2,117 2 - | 2,117 - - | - - - | - 2 - | — | — |
| Contingencies ditto - - - - - | 1,835 8 10 | 1,860 - - | 24 11 2 | — | 1,959 17 7 | — |
| Observatory at the Cape of Good Hope - - - - - | 3,491 17 7 | 1,532 - - | - - - | — | — | — |
| Nautical Almanack - - - - - | 2,702 6 2 | 3,400 - - | 697 13 10 | — | — | — |
| Chronometers - - - - - | 1,140 10 11 | 800 - - | - - - | 340 10 11 | — | — |
| Compass Department - - - - - | 974 14 7 | 1,118 - - | 143 5 5 | — | — | — |
| Rewards, Experiments, &c. for Scientific Purposes - - - - - | 100 - - | 1,000 - - | 900 - - | — | — | — |
| Libraries and Museums at Haslar and Plymouth - - - - - | 103 19 11 | 100 - - | - - - | 3 19 11 | — | — |
| Salaries and Wages, Hydrographical Department - - - - - | 2,658 - 2 | 2,655 - - | - - - | 3 - 2 | — | — |
| Contingencies - - ditto - - - - - | 4,059 3 7 | 4,300 - - | 240 16 5 | — | — | — |
| Coast and other Surveys - - - - - | 20,961 14 9 | 23,739 - - | 2,777 5 3 | — | — | — |
| Harbour and Railway Department - - - - - | 3,254 4 3 | 3,630 - - | 375 15 9 | — | — | — |
| Establishment for Scientific Education at Portsmouth - - - - - | 2,574 17 6 | 2,462 - - | - - - | 112 17 6 | — | — |
| School of Mathematics and Naval Construction - - - - - | 1,044 4 10 | 1,134 - - | 89 15 2 | — | — | — |
| Arctic Expeditions - - - - - | 77,751 3 1 | 15,688 - - | - - - | 62,063 3 1 | — | — |
| | | (Including Supplementary Estimate of 12,688 L.) | | | | |
| £. | 124,769 8 2 | 65,535 - - | 5,249 3 - | 64,483 11 2 | — | — |
| VOTE No. 6. | | | | | | |
| HER MAJESTY'S ESTABLISHMENTS AT HOME: | | | | | | |
| Salaries, Naval Yards at Home - - - - - | 90,723 5 7 | 92,310 - - | 1,586 14 5 | — | — | — |
| Rents and Taxes - ditto - - - - - | 7,077 17 9 | 7,135 - - | 57 2 3 | — | — | — |
| Contingencies - - ditto - - - - - | 4,080 - 10 | 4,040 - - | - - - | 40 - 10 | — | — |
| Salaries, Victualling Establishments at Home - - - - - | 14,671 13 11 | 14,718 - - | 46 6 1 | — | — | — |
| Rents and Taxes - ditto - - - - - | 1,159 10 11 | 1,169 - - | 9 9 1 | — | — | — |
| Contingencies - - ditto - - - - - | 600 10 11 | 857 - - | 256 9 1 | — | — | — |
| Salaries, Medical Establishments at Home - - - - - | 7,336 6 4 | 7,281 - - | - - - | 55 6 4 | — | — |
| Rents and Taxes - ditto - - - - - | 592 13 9 | 718 - - | 125 6 3 | — | — | — |
| Contingencies - - ditto - - - - - | 746 - 11 | 695 - - | - - - | 51 - 11 | — | — |
| Salaries, Transport Establishments - - - - - | 450 - - | 450 - - | — | — | — | — |
| Rents, Taxes, and Contingencies ditto - - - - - | 73 17 11 | 113 - - | 39 2 1 | — | — | — |
| Marine Barracks - - - - - | 4,370 16 4 | 4,354 - - | - - - | 16 16 4 | — | — |
| Marine Infirmaries - - - - - | 3,560 9 9 | 3,447 - - | - - - | 113 9 9 | — | — |
| £. | 135,443 4 11 | 137,287 - - | 2,120 9 3 | 276 14 2 | — | — |

DETAILED ACCOUNT of the Naval Receipt and Expenditure—continued.

| HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER. | EXPENDITURE, 1849-50. | ESTIMATE, 1849-50. | Addition by the Commissioners of Audit. | | | |
|--|--------------------------|-----------------------|---|-------------|---------------------|----------|
| | | | EXPENDED | | | |
| | | | Less than Estimate. | | More than Estimate. | |
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| VOTE No. 7. | | | | | | |
| HER MAJESTY'S ESTABLISHMENTS ABROAD : | | | | | | |
| Salaries, Naval Yards Abroad - - - - - | 12,680 6 1 | 12,497 - - | - - - | 183 6 1 | | |
| Rents, Taxes, and Contingencies, Naval Yards Abroad | 1,234 18 2 | 1,233 - - | - - - | 1 18 2 | | |
| Salaries, Victualling Establishments Abroad - - | 3,672 15 11 | 3,790 - - | 117 4 1 | — | | |
| Rents, Taxes, and Contingencies, Victualling Establishments Abroad - - - - - | 254 5 - | 384 - - | 129 15 - | — | | |
| Salaries, Medical Establishments Abroad - - - | 6,055 7 3 | 6,274 - - | 218 12 9 | — | | |
| Rents and Contingencies, Medical Establishments Abroad - - - - - | 420 8 8 | 695 - - | 274 11 4 | — | | |
| £. | 24,318 1 1 | 24,873 - - | 740 3 2 | 185 4 3 | | |
| VOTE No. 8. | | | | | | |
| WAGES, H. M. ESTABLISHMENTS AT HOME : | | | | | | |
| Wages to Artificers, &c., Naval Yards at Home - - | 597,208 5 7 | 662,888 - - | 65,679 14 5 | — | | |
| Training and exercising Artificers in H. M. Dockyards - - - - - | 12,645 14 9 | 18,000 - - | 5,354 5 3 | — | | |
| Extra Pay to Officers, Seamen, &c. at Home - - | 1,648 17 11 | 1,000 - - | - - - | 648 17 11 | | |
| General Survey in the Dockyards, Expenses of - - | 3,970 1 8 | 3,000 - - | - - - | 970 1 8 | | |
| Wages, Yard Service Afloat - - - - - | 14,789 3 3 | 14,295 - - | - - - | 494 3 3 | | |
| Hire of Teams, Naval Yards at Home - - - | 6,464 16 1 | 6,729 - - | 264 3 11 | — | | |
| Wages, Police Force - - ditto - - - - - | 18,932 10 3 | 19,336 - - | 403 9 9 | — | | |
| Wages to Artificers, &c., Victualling Establishments at Home - - - - - | 26,389 19 2 | 27,280 - - | 890 - 10 | — | | |
| Ditto - Victualling Yard Hoys - - ditto - - | 2,371 18 10 | 2,336 - - | - - - | 35 18 10 | | |
| Ditto - Police Force - - - - - ditto - - | 5,157 8 10 | 5,123 - - | - - - | 34 8 10 | | |
| Ditto - Medical Establishments at Home - - | 3,919 7 10 | 3,976 - - | 56 12 2 | — | | |
| Ditto - Transport Establishments - - - | 77 11 - | 133 - - | 55 9 - | — | | |
| Ditto - Marine Infirmaries - - - - - | 780 5 4 | 667 - - | - - - | 113 5 4 | | |
| £. | 694,356 - 6 | 764,763 - - | 72,703 15 4 | 2,296 15 10 | | |
| VOTE No. 9. | | | | | | |
| WAGES, H. M. ESTABLISHMENTS ABROAD : | | | | | | |
| Wages, Naval Yards Abroad - - - - - | 27,736 - 3 | 25,659 - -* | - - - | 2,077 - 3 | | |
| Extra Pay to Officers, Seamen, &c., Abroad - - | 3,672 5 4 | 5,000 - - | 1,327 14 8 | — | | |
| Wages, Victualling Establishments - ditto - - | 5,403 2 5 | 6,655 - - | 1,251 17 7 | — | | |
| Wages, Medical Establishments - - ditto - - | 3,285 15 5 | 3,430 - - | 144 4 7 | — | | |
| £. | 40,097 3 5 | 40,744 - - | 2,723 16 10 | 2,077 - 3 | | |

* Note.—This detailed sum differs from that shown on the Estimates, in consequence of the deduction for the Packet Service. This is made from the Aggregate Vote only, on the Estimates, but apportioned in this statement to the proper item to which it relates. The total net amount of the Vote, however, remains the same.

DETAILED ACCOUNT of the Naval Receipt and Expenditure—*continued.*

| HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER. | EXPENDITURE, 1849-50. | ESTIMATE, 1849-50. | Addition by the Commissioners of Admiralty | | | |
|--|--------------------------|-----------------------|--|--------------|---------------------|----------|
| | | | EXPENDED | | | |
| | | | Less than Estimate. | | More than Estimate. | |
| VOTE No. 10. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| NAVAL STORES FOR THE BUILDING, &c. OF THE FLEET, &c. | | | | | | |
| Naval Stores received under con- tract, as detailed at p. 28 - } | £. s. d. 910,131 2 4 | | | | | |
| Ditto - Experimental - - | 514 17 1 | | | | | |
| Ditto - purchased and repaired | 34,580 8 5 | | | | | |
| Ditto - supplied by other De- partments - - - } | 8,369 18 11 | | | | | |
| Issues for the Naval Service - | 4,215 19 5 | | | | | |
| | 957,812 1 2 | | | | | |
| Abate,— Amount of Issues for other Branches of the Service - - - } | 83,719 15 11 | | | | | |
| | | 874,092 5 3 | 1,128,369 - -* | 254,276 14 9 | | |
| Purveying Timber - - - | 2,041 11 6 | | | | | |
| Salvage of Naval Stores - - | 103 16 6 | | | | | |
| Conveyance of, and other Charges on, Naval Stores - - } | 5,281 7 5 | | | | | |
| Ships repaired at other than H. M., Ports - - - } | 4,890 11 10 | | | | | |
| Freight of Naval Stores - - | 3,920 10 7 | | | | | |
| | | 16,237 17 10 | 17,800 - - | 1,562 2 2 | | |
| Ships and other Vessels purchased, built by contract, &c. | | 10,911 13 6 | 15,000 - - | 4,088 6 6 | | |
| Ships built at Bombay - - - | | 380 18 5 | - - - | - - - | 380 18 5 | |
| Ships building at Moulmein - - - | | 2,462 18 4 | 7,700 - - | 5,237 1 8 | | |
| | | £. 904,085 13 4 | 1,168,869 - - | 265,164 5 1 | | 380 18 5 |
| VOTE No. 11. | | | | | | |
| NEW WORKS, IMPROVEMENTS, AND REPAIRS: | | | | | | |
| New Works, &c.: | | | | | | |
| Deptford - - - as explained at p. 17 | 4,178 17 11 | 4,632 - - | 453 2 1 | | | |
| Woolwich - - - - - p. 17 | 8,630 19 9 | 7,433 - - | - - - | | 1,197 19 9 | |
| Chatham - - - - - p. 18 | 19,118 13 8 | 21,204 - - | 2,085 6 4 | | | |
| Sheerness - - - - - p. 18 | 3,456 11 8 | 4,120 - - | 663 8 4 | | | |
| Portsmouth - - - - - p. 18 | 116,441 15 11 | 95,062 - - | - - - | | 21,379 15 11 | |
| Plymouth - - - - - p. 19 | 37,461 13 3 | 39,930 - - | 2,468 6 9 | | | |
| Keyham - - - - - p. 20 | 119,592 1 6 | 120,000 - - | 407 18 6 | | | |
| Plymouth Breakwater - - - p. 20 | 13,752 5 - | 15,000 - - | 1,247 15 - | | | |
| Pembroke - - - - - p. 20 | 14,300 17 2 | 14,976 - - | 675 2 10 | | | |
| Deal, Leith, &c. - - - p. 21 | 584 12 2 | 749 - - | 164 7 10 | | | |
| Victualling Establishments at Home - p. 21 | 2,952 2 3 | 2,999 - - | 46 17 9 | | | |
| Medical Establishments at Home - p. 21 | 2,840 6 11 | 2,842 - - | 1 13 1 | | | |
| Marine Barracks - - - p. 22 | 16,120 19 9 | 15,913 - - | - - - | | 207 19 9 | |
| Marine Infirmaries - - - p. 21 | 437 - 9 | 493 - - | 55 19 3 | | | |
| Naval Establishments Abroad - p. 23 | 36,406 8 8 | 39,372 - - | 2,965 11 4 | | | |
| Victualling Establishments Abroad - p. 25 | 3,688 14 5 | 3,557 - - | - - - | | 131 14 5 | |
| Medical Establishments Abroad - p. 26 | 773 1 - | 652 - - | - - - | | 121 1 - | |
| Contingencies - - - p. 26 | 5,890 15 8 | 3,000 - - | - - - | | 2,890 15 8 | |
| | £. 406,627 17 5 | 391,934 - - | 11,285 9 1 | | 25,929 6 6 | |

* See Note under Vote No. 9.

DETAILED ACCOUNT of the Naval Receipt and Expenditure—continued.

| HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER. | EXPENDITURE, 1849-50. | ESTIMATE, 1849-50. | Addition by the Commissioners of Audit. | | | |
|--|--------------------------|-----------------------|---|--------------|---------------------|----------|
| | | | EXPENDED | | | |
| | | | Less than Estimate. | | More than Estimate. | |
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| VOTE No. 12. | | | | | | |
| MEDICINES AND MEDICAL STORES: | | | | | | |
| Hospital and Infirmary Provisions and Stores | £. s. d. 13,194 10 - | | | | | |
| Issues for the Medical Service | 4,231 8 1 | | | | | |
| | 17,425 18 1 | | | | | |
| Abate,— Amount of Issues on account of other Branches of the Service | 1,901 17 9 | | | | | |
| | 15,524 - 4 | 17,000 - - | 1,475 19 8 | | | |
| Medicines and Chemicals | 5,997 3 9 | | | | | |
| Surgical Instruments | 229 19 - | | | | | |
| | 6,227 2 9 | *6,430 - - | 202 17 3 | | | |
| Subsistence, &c., of Seamen at Sick Quarters, &c. | 2,882 4 11 | | | | | |
| Miscellaneous Disbursements, Medi- cal Service | 627 9 3 | | | | | |
| | 3,509 14 2 | *4,175 - - | 665 5 10 | | | |
| £. | 25,260 17 3 | 27,605 - - | 2,344 2 9 | | | |
| VOTE No. 13. | | | | | | |
| MISCELLANEOUS SERVICES: | | | | | | |
| Pilotage | 8,096 10 7 | 11,000 - - | 2,903 9 5 | | | |
| Distressed Seamen | 14,430 1 2 | 14,000 - - | - - - | 430 1 2 | | |
| Commanders-in-Chief (Expenses attendant on) | 2,967 3 9 | 2,500 - - | - - - | 467 3 9 | | |
| Courts Martial | 548 16 7 | 300 - - | - - - | 248 16 7 | | |
| Passage-money (Naval) | 4,389 9 8 | 5,000 - - | 610 10 4 | | | |
| Telegraphic Communications (Expenses of) | 6,884 18 9 | 1,500 - - | - - - | 5,384 18 9 | | |
| Signal Stations and Semaphores | 105 8 7 | - - - | - - - | 105 8 7 | | |
| Hire of Temporary Clerks | 5,389 13 3 | 4,600 - - | - - - | 789 13 3 | | |
| Purchase of Slave Vessels | 1,000 - - | 2,500 - - | 1,500 - - | | | |
| Purchase of Books | 906 15 10 | 2,000 - - | 1,093 4 2 | | | |
| Purchase of Land | 200 - - | - - - | - - - | 200 - - | | |
| Drill of the Coast Guard | 1,653 10 9 | 1,500 - - | - - - | 153 10 9 | | |
| Compensation to Officers, &c., for Losses by Ship- wreck, &c. | 2,049 14 10 | 1,500 - - | - - - | 549 14 10 | | |
| Hire of Ships and Vessels | £. 294 4 7 | | | | | |
| Head Money | 21,640 - - | | | | | |
| Freight of Specie | 105 2 10 | | | | | |
| Assistance rendered to Ships in Distress | 196 17 1 | | | | | |
| Compensation for Damage done by Her Majesty's Ships | 371 8 3 | | | | | |
| Allowances to Masters in Charge of Gunnery Stores | 29 9 10 | | | | | |
| Raising Men | 1,139 7 - | | | | | |
| Miscellaneous Payments and Allow- ances | 8,013 13 8 | | | | | |
| | 31,700 3 3 | 20,000 - - | - - - | 11,700 3 3 | | |
| Church at Keyham | 2,000 - - | 2,000 - - | - - - | | | |
| £. | 82,412 7 - | 68,400 - - | 6,107 3 11 | 20,119 10 11 | | |
| VOTE No. 14. | | | | | | |
| HALF-PAY TO OFFICERS OF THE NAVY AND ROYAL MARINES: | | | | | | |
| Half-pay | £. 741,114 6 11 | 732,252 - - | - - - | 8,862 6 11 | | |

* See Note under Vote No. 9.

DETAILED ACCOUNT of the Naval Receipt and Expenditure—continued.

| HEADS OF EXPENDITURE in DEPARTMENTAL LEDGER. | EXPENDITURE, 1849-50. | ESTIMATE, 1849-50. | Addition by the Commissioners of Audit. | | | | | |
|--|--------------------------|-----------------------|---|----------|--------------|---------------------|----------|----------|
| | | | EXPENDED | | | | | |
| | | | Less than Estimate. | | | More than Estimate. | | |
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| VOTE No. 15. | | | | | | | | |
| MILITARY PENSIONS AND ALLOWANCES: | | | | | | | | |
| Pensions for Good and Meritorious Services - - - | 5,639 13 5 | 5,850 - - | 210 6 7 | - - - | - - - | - - - | - - - | - - - |
| Ditto - to Commissioned and Warrant Officers - - | 59,323 16 2 | 63,713 - - | 4,389 3 10 | - - - | - - - | - - - | - - - | - - - |
| Ditto - to Relatives of Officers slain, &c. - - - | 10,373 11 8 | 11,339 - - | 965 8 4 | - - - | - - - | - - - | - - - | - - - |
| Ditto - to Widows of Naval Officers - - - | 165,847 12 2 | 176,002 - - | 10,154 7 10 | - - - | - - - | - - - | - - - | - - - |
| Ditto - to Widows of Marine Officers - - - | 9,718 8 4 | 10,193 - - | 474 11 8 | - - - | - - - | - - - | - - - | - - - |
| Compassionate List - - - | 15,437 2 - | 15,500 - - | 62 18 - | - - - | - - - | - - - | - - - | - - - |
| Bounty to Chaplains - - - | 156 4 - | 200 - - | 43 16 - | - - - | - - - | - - - | - - - | - - - |
| Out-pensions of Greenwich Hospital - - - | 212,688 - 7 | 217,764 - - | 5,075 19 5 | - - - | - - - | - - - | - - - | - - - |
| £. | 479,184 8 4 | 500,561 - - | 21,376 11 8 | - - - | - - - | - - - | - - - | - - - |
| VOTE No. 16. | | | | | | | | |
| CIVIL PENSIONS AND ALLOWANCES: | | | | | | | | |
| Pensions, Civil, Salaried Officers - £.89,356 17 7 | | | | | | | | |
| Ditto - - Artificers, &c. - 66,355 - - | | | | | | | | |
| | 155,711 17 7 | 161,357 - - | 5,645 2 5 | - - - | - - - | - - - | - - - | - - - |
| VOTE No. 17. | | | | | | | | |
| FREIGHT, &c. ON ACCOUNT OF THE ARMY AND ORDNANCE DEPARTMENTS: | | | | | | | | |
| Freight, &c. of Ships on Monthly Pay - - - | 15,570 16 - | 11,000 - - | - - - | - - - | 4,570 16 - | - - - | - - - | - - - |
| Conveyance of Troops, Army, &c., Abroad and Home-ward - - - | 39,780 19 3 | 40,000 - - | 219 - 9 | - - - | - - - | - - - | - - - | - - - |
| Freight of Army and Ordnance Stores, ditto - - | 11,330 17 8 | 20,000 - - | 8,669 2 4 | - - - | - - - | - - - | - - - | - - - |
| Mess Allowances to Army and Ordnance Officers, &c. - | 2,492 18 5 | 6,000 - - | 3,507 1 7 | - - - | - - - | - - - | - - - | - - - |
| Intercolonial Conveyance of Troops, Army and Ordnance - | 24,994 13 1 | 20,000 - - | - - - | - - - | 4,994 13 1 | - - - | - - - | - - - |
| Intercolonial Freight of Army and Ordnance Stores - | 3,784 13 5 | 2,000 - - | - - - | - - - | 1,784 13 5 | - - - | - - - | - - - |
| Freight of Ships on Short Services - - - | 1,454 16 2 | 6,000 - - | 4,545 3 10 | - - - | - - - | - - - | - - - | - - - |
| Passage-money Army and Ordnance - - - | 18,366 13 4 | 15,000 - - | - - - | - - - | 3,366 13 4 | - - - | - - - | - - - |
| Fitting Transports and Freight Ships - - - | 822 9 4 | 2,000 - - | 1,177 10 8 | - - - | - - - | - - - | - - - | - - - |
| Bedding and other Stores for Troops - - - | Credit, abated below. | 4,000 - - | 4,469 19 9 | - - - | - - - | - - - | - - - | - - - |
| Pay to Agents for Transports Afloat - £.719 10 10 | | | | | | | | |
| Contingencies, ditto - - - | 82 6 3 | | | | | | | |
| | 801 17 1 | 1,200 - - | 398 2 11 | - - - | - - - | - - - | - - - | - - - |
| Provisions, &c. for Troops - - - | 14,719 11 9 | 20,000 - - | 5,280 8 3 | - - - | - - - | - - - | - - - | - - - |
| Abate,— | 134,120 5 6 | | | | | | | |
| Credit under the Head of Bedding and other Stores for Troops - - - | 469 19 9 | | | | | | | |
| £. | 133,650 5 9 | 147,200 - - | 28,266 10 1 | - - - | 14,716 15 10 | - - - | - - - | - - - |
| POST-OFFICE DEPARTMENT (PACKET SERVICE): | | | | | | | | |
| Conveyance of Mails by Contract - - - | 633,064 6 3 | 636,616 - - | 3,551 13 9 | - - - | - - - | - - - | - - - | - - - |
| Wages to Seamen, &c. (Packet Service) - - - | 42,752 - - | 42,752 - - | - - - | - - - | - - - | - - - | - - - | - - - |
| Victuals for ditto - - - | 10,537 - - | 10,537 - - | - - - | - - - | - - - | - - - | - - - | - - - |
| Packet Establishments - - - | 1,137 11 3 | 1,211 - - | 73 8 9 | - - - | - - - | - - - | - - - | - - - |
| Wages to Artificers, &c., at Home and Abroad, for Packet Service - - - | 12,620 18 9 | 7,342 - - | - - - | - - - | 5,278 18 9 | - - - | - - - | - - - |
| Stores and Repairs of Packets - - - | 56,718 14 4 | 45,550 - - | - - - | - - - | 11,168 14 4 | - - - | - - - | - - - |
| New Works, Repairs, &c., Packet Establishments - | 86 - 7 | 66 - - | - - - | - - - | 20 - 7 | - - - | - - - | - - - |
| Medicines, &c. for Packets - - - | 352 6 8 | 395 - - | 42 13 4 | - - - | - - - | - - - | - - - | - - - |
| Pensions to Retired Commanders of Packets - - | 1,780 - - | 1,780 - - | - - - | - - - | - - - | - - - | - - - | - - - |
| Miscellaneous Packet Expenses - - - | 2,520 18 11 | 2,047 - - | - - - | - - - | 473 18 11 | - - - | - - - | - - - |
| £. | 761,569 16 9 | 748,296 - - | 3,667 15 10 | - - - | 16,941 12 7 | - - - | - - - | - - - |

(signed) J. T. Briggs,
Accountant-general of the Navy.(Examined.)
E. A. Hoffay.

BALANCE SHEET, showing the LEDGER BALANCES on the 31st October 1850, the Date on which the preceding Account of RECEIPT and EXPENDITURE was closed ;—also the Proportion of the AVAILABLE BALANCE remaining on that Day applicable to the still open Account of 1850–51 ;—leaving the UNAPPROPRIATED BALANCE of £. 412,671. 3. 7. on the Grants for 1849–50, as stated on the preceding Account.

N. B.—To obviate the necessity of introducing into the following Statement the separate results of all the Accounts, the Balances in the Ledger are shown in *Classes*, except in those instances in which it has been deemed advisable to add special explanations, with the view of illustrating the principle upon which the Account has been prepared, and the final Balance struck. The Account of Receipt and Expenditure is one of Receipts and Payments within the Year, and has been kept open for Seven Months after the expiration of the Year to which it refers, that all Payments posted within that period relating to the service of the past Year might be included in it, and the whole Expenditure on Imprest be finally audited before declaring the Balance. The postings of the Receipts and Payments comprised in that Account being therefore spread over a period of Nineteen Months, the proof of the correctness of the Unappropriated Surplus on the Grants for 1849–50, may be shown either by the Balances which remained on the Books at the date to which the Account of Receipt and Expenditure extends (viz. 31st March 1850), or by those which remained at the Date when it was definitively closed (viz. 31st October 1850). The Balance Sheet of the latter Date is given, as it exhibits a more complete statement of the Accounts.

| Number of Accounts. | DESCRIPTION OF ACCOUNT. | Dra. | | | Cre. | | |
|---------------------------|--|-----------|----|----|--------|----|----|
| | | £. | s. | d. | £. | s. | d. |
| 1 | HER MAJESTY'S EXCHEQUER : For Balance of Grants for the Naval Service, unissued on the 31st October 1850 - - - - - | 3,382,568 | - | - | — | | |
| 1 | HER MAJESTY'S EXCHEQUER (Old Store and Extra Receipt Moneys Account): There is no Balance on this Account, the Transfer Bill to the Exche- quer being charged in the Ledger to the debit of the Account simultaneously with the transfer of the Credits on account of the Naval Old Store and Extra Receipt Moneys from their respective heads - - - - - | — | | | — | | |
| 2 | PAYMASTER-GENERAL (Town and Port Accounts): For Navy Cash Balances on the 31st October 1850 - - - | 35,811 | 15 | 5 | — | | |
| 1 | BILLS PAYABLE : For Bills issued for Payment, but remaining unpaid on the 31st October 1850 - - - - - | - | - | - | 55,985 | 17 | 11 |
| 1 | OUTSTANDING BILLS, DRAFTS, &c. : For Bills drawn by Accounting Officers not presented for Payment, and which have been outstanding for more than Six Years - - | - | - | - | 3,785 | 12 | 9 |
| 1 | SALARY LISTS : For Amount of Salaries on Account of the Naval Department at the Outports unpaid, or paid, but included in Accounts not passed on the 31st October 1850 - - - - - | - | - | - | 14,093 | 1 | - |
| 1 | PRIZE REMITTANCES : For Repayments on Account of Prize Money paid by Naval Ac- countants Abroad, which Payments were not brought to Account in the Ledger on the 31st October 1850 - - - - - | - | - | - | 559 | 14 | 2 |
| 1 | MERCHANT SEAMEN'S DEPOSITS : For Amount of Wages recovered from the Owners of Vessels on Account of Merchant Seamen who have entered Her Majesty's Service, not yet claimed - - - - - | - | - | - | 1,324 | 12 | 1 |
| 9 | Carried forward - - - £. | 3,418,399 | 15 | 5 | 75,748 | 17 | 11 |

BALANCE SHEET, showing the Ledger Balances on the 31st October 1850—*continued.*

| Number of Accounts. | DESCRIPTION OF ACCOUNT. | Drs. | | | Crs. | | |
|---------------------------|---|-----------|----|----|---------|----|----|
| | | £. | s. | d. | £. | s. | d. |
| 9 | - - - - - Brought forward - - - | 3,418,399 | 15 | 5 | 75,748 | 17 | 11 |
| 1 | MEDICAL SUPPLEMENTAL FUND: | | | | | | |
| | For Contributions received from Naval Medical Officers, remaining } to be paid to the Agents for the Fund - - - - - } | - | - | - | 32 | 3 | 1 |
| 1 | SICK MESS FUND: | | | | | | |
| | For Value of Savings of Rations of Seamen on board Her Majesty's } Ships while on the Sick List, from which a fund is formed for } the purchase of Medical Comforts - - - - - } | - | - | - | 4,363 | 9 | - |
| 1 | PROPERTY AND INCOME TAX: | | | | | | |
| | For Deductions for the Naval Department remaining to be paid to } the Receiver-general of Stamps and Taxes - - - - - } | - | - | - | 862 | 1 | 6 |
| 1 | DEPOSITS FOR LOCAL ACTS: | | | | | | |
| | For Amount of a Deposit on account of the Improvement of the } River Tyne, to defray the Expenses of Preliminary Inquiries, } under Act 11 & 12 Vict., c. 129 - - - - - } | - | - | - | 200 | - | - |
| 1 | DEPOSITS FOR SURVEYS OF PROPERTY: | | | | | | |
| | For Balance unexpended of a Deposit on Account of the Improve- } ment of the River Dee at Chester - - - - - } | - | - | - | 35 | 17 | - |
| 1 | CREDITS OF MARINES: | | | | | | |
| | For Balance of Deposits by Marines in the hands of the Divisional } Paymasters, not yet claimed - - - - - } | - | - | - | 4,010 | 12 | 5 |
| 1 | INTERMEDIATE ACCOUNTS: | | | | | | |
| | For Balance of Advances by Marine Divisional Paymasters on } Account of other Divisions, not yet admitted from the Divisional } Accounts to which they relate - - - - - } | - | - | - | 80 | 17 | 2 |
| 11 | MARINE DIVISIONAL PAYMASTERS AND BARRACK MASTERS, AND PURVEYORS OF MARINE INFIRMARIES: | | | | | | |
| | For Balances standing as Imprests against them on the 31st October } 1850 - - - - - } | 79,308 | 12 | 8 | 1,033 | 16 | 11 |
| 35 | NAVAL AND VICTUALLING STOREKEEPERS, HOSPITAL AGENTS AND PACKET AGENTS, PAYMASTERS OF ADMIRALTY CONTINGENCIES, AND CONTRACTORS FOR TEA, &c., AT HOME: | | | | | | |
| | For Balances as above - - - - - | 146,669 | 10 | - | 2,128 | 7 | 2 |
| 44 | NAVAL STOREKEEPERS AND AGENT VICTUALLERS, HOSPITAL IN- SPECTORS, AND CONTRACTORS, &c. ABROAD: | | | | | | |
| | For Balances as above - - - - - | 71,921 | 15 | 5 | 3,369 | 12 | 8 |
| 12 | RECRUITING OFFICERS: | | | | | | |
| | For Balances as above - - - - - | 650 | - | - | - | - | - |
| 2 | OFFICERS RAISING MEN: | | | | | | |
| | For Balances as above - - - - - | 472 | 9 | 8 | - | - | - |
| 117 | CONSULS: | | | | | | |
| | For Balances as above - - - - - | 2,995 | 2 | 7 | 402 | 6 | 2 |
| 350 | PAYMASTERS AND PURSERS, CLERKS IN CHARGE, &c.: | | | | | | |
| | For Balances as above - - - - - | 205,120 | 19 | 6 | 9,803 | 16 | 8 |
| 12 | MISCELLANEOUS ACCOUNTANTS: | | | | | | |
| | For Balances as above - - - - - | 2,489 | 18 | 5 | - | - | - |
| 599 | - - - - - Carried forward - - - £. | 3,928,028 | 3 | 8 | 102,071 | 17 | 8 |

BALANCE SHEET, showing the Ledger Balances on the 31st October 1850—*continued*.

| Number of Accounts. | DESCRIPTION OF ACCOUNT. | Drs. | | | Crs. | | |
|---------------------------|---|-----------|----|----|---------|----|----|
| | | £. | s. | d. | £. | s. | d. |
| 599 | - - - - - Brought forward - - £. | 3,928,028 | 3 | 8 | 102,071 | 17 | 8 |
| 3 | COMMISSARIAT CHEST ADVANCE ACCOUNTS : | | | | | | |
| | For Amount outstanding on the Repayments by the Naval Department on account of Estimated Advances from the Chests in the Colonies for Naval Services, in the Year 1848-49 - - - } | 21,291 | 2 | 3 | — | | |
| | For - - ditto - - ditto - - 1849-50 - - - - - } | 122,131 | 11 | 1 | — | | |
| | For Repayments by the Naval Department on Account of the Estimated Amount of Outstanding Advances from the Chests for Naval Services, for the Year 1850-51 - - - - - } | 140,000 | — | — | — | | |
| 2 | COMMISSARIAT CHEST ACCOUNTS : | | | | | | |
| | For Amount of Advances from the Chests on Account of Naval Services, as per Advices received for the Year 1849-50, not yet claimed - - - - - } | — | — | — | 73,397 | 3 | — |
| | For - - ditto - - ditto - - 1850-51 - - - - - } | — | — | — | 87,424 | — | 9 |
| 8 | TREASURY : | | | | | | |
| | For the following Balances; viz. | | | | | | |
| | 1st.—For Balance due on account of Advances from Naval Grants in 1850-51, for supplies of Provisions to Garrisons and Convict Hulks Abroad, and Freight of Provisions to Convict Hulks at Bermuda, &c. - - - } | 14,020 | 8 | 3 | — | | |
| | 2d.—For Balance due on account of Advances in 1849-50 and 1850-51, in connexion with the Magnetical and Meteorological Observations at Greenwich and the Cape of Good Hope Observatories - - - - - } | 1,098 | 5 | 11 | — | | |
| | 3d.—For ditto - - in 1849-50 and 1850-51, on account of the Settlement at Port Essington - - - - - } | 205 | 4 | 4 | — | | |
| | 4th.—For Balance remaining of the Amount received from the Treasury in November 1847, to be distributed, under the Superintendence of the Admiralty, as a Remuneration, among the Officers and Crews of Her Majesty's Ships, &c. employed on the Relief Service - - - - - } | — | — | — | 1,228 | 5 | 11 |
| | 5th.—For Balance due on Account of Advances in 1850-51, on account of the works at Holyhead Harbour - - - } | 10,937 | 18 | — | — | | |
| | 6th.—For ditto - - ditto - - at the Harbours of Refuge - - - - - } | 10,632 | 7 | — | — | | |
| | 7th.—For Balance remaining of Amount advanced by the Treasury on account of the Works at Port Patrick Harbour, executed under the Superintendence of the Admiralty - - - - - } | — | — | — | 441 | 8 | 6 |
| | 8th.—For Balance due on account of Advances out of Naval Grants for Rations issued to Troops on shore at Monte Video, by the Purser in charge of Naval Stores, £.7,349 9 8 | | | | | | |
| | For Advance out of Naval Grants to two Engineers about to proceed to Australia for Service in the "Adelaide," colonial schooner - - - - - 96 - - | | | | | | |
| | Carried forward - - - £.7,445 9 8 | | | | | | |
| 612 | - - - - - Carried forward - - - £. | 4,254,345 | — | 0 | 264,557 | 15 | 10 |

BALANCE SHEET, showing the Ledger Balances on the 31st October 1850—continued.

| Number of Accounts. | DESCRIPTION OF ACCOUNT. | Dr. | | | Cr. | | |
|---------------------------|--|-----------|-------|----|---------|----|----|
| | | £. | s. | d. | £. | s. | d. |
| 612 | - - - - - Brought forward - - - £. 7,445 9 8 | 4,254,345 | - | 6 | 264,557 | 15 | 10 |
| | Abate,—For Re-payments to the Naval Department on account of Expenses incurred for the Subsistence of four Moors on board H. M. S. "Superb," while on passage to Gibraltar (9 l. 7 s.); and for Reserve due to Contractors for Building the "Australia" schooner (20 l.), not yet brought to account - - - - - | | 29 | 7 | | | |
| | | 7,416 | 2 | 8 | | | |
| 6 | HOME DEPARTMENT (Convict Service Accounts): | | | | | | |
| | For Balance due for Advances out of Naval Grants on account of the Expense of the Transportation of Convicts (formerly provided under Vote No. 18 of the Navy Estimates), as follows: | | | | | | |
| | For Freight of Convict Ships - - - - - | 9,247 | 2 | 6 | | | |
| | „ Gratuities to Surgeons, &c. of Convict Ships - - - | 20 | - | - | | | |
| | „ Lodging and Passage Allowances, Convict Service - - | 520 | - | - | | | |
| | „ Fitting Convict Ships - - - - - | 1,447 | 9 | - | | | |
| | „ Bedding and other Stores for Convict Service - - - | 30 | 10 | 2 | | | |
| | „ Provisions, &c. for Convict Service - - - - - | 820 | 3 | 4 | | | |
| 1 | HOME DEPARTMENT (Miscellaneous Account): | | | | | | |
| | For Advances out of Naval Grants on Account of Expenses incurred in appropriating a portion of the Burial Ground attached to the Marine Barracks at Forton, for the use of Convicts who die in the Hulks at Portsmouth - - - - - | | £. 72 | - | | | |
| | For ditto, on account of the Subsistence of the Surgeon of the "Unité," employed on Cholera Service at Woolwich - - - - - | | 11 | 2 | | | |
| | | | | | 83 | 2 | 2 |
| 1 | SECRETARY OF STATE FOR FOREIGN AFFAIRS: | | | | | | |
| | For Advance out of Naval Grants on Account of Freight of Biscuit to Tripoli, for the Service of the Expedition into the Interior of Africa - - - - - | | 1 | 2 | | | |
| 1 | COLONIAL DEPARTMENT: | | | | | | |
| | For Advances out of Naval Grants on account of Repairs to the Colonial Schooner "Champion" - £. 344 10 10 | | | | | | |
| | For ditto on account of the building, &c. of a schooner for the Colonial Government of South Australia - 3,885 8 6 | | | | | | |
| | For ditto on account of Bounty Money payable to the Officers and Crew of H. M. Steam Vessel "Growler," for the Conveyance of African Emigrants from Sierra Leone to the West Indies - 457 - - | | | | | | |
| | For Advances out of Naval Grants on account of the Passages of Officers attached to the Convict Hulks Abroad - - - - - | | 37 | 6 | | | |
| | | 4,224 | 6 | - | | | |
| | Abate,—For Repayment to the Naval Department of Expenses incurred on account of the Passages of Officers serving in the Colonies, not yet brought to account - - - - - | | 185 | 13 | | | |
| | | 4,038 | 12 | 1 | | | |
| 621 | - - - - - Carried forward - - - £. | 4,277,969 | 5 | 1 | 264,557 | 15 | 10 |

BALANCE SHEET, showing the Ledger Balances on the 31st October 1850—continued.

| Number of Accounts. | DESCRIPTION OF ACCOUNT. | D ^r . | C ^r . |
|---------------------------|--|------------------|------------------|
| | | £. s. d. | £. s. d. |
| 621 | - - - - - Brought forward - - - £. | 4,277,969 5 1 | 264,557 15 10 |
| 2 | SECRETARY AT WAR: | | |
| | For Advances on Account of Payments by the Secretary at War } for Greenwich Out-pensions in 1850-51 - - - - } | 150,000 - - | |
| | For ditto out of Naval Grants on account of the Expenses of Constructing a Pay Office for the Payment of Army Out-pensions at Deptford Dock Yard - - - - - £. 151 12 - | | |
| | Abate,— For Amount of Stoppages for Rations charged against Ma- rines whilst in Military Prisons, to be paid over to the War Office £. 31 14 1 | | |
| | For Repayment to the Naval De- partment of the Amount paid by the Paymaster and Purser in Charge at Ascension to a Chel- sea Out-pensioner, which Pay- ment is not brought to Account in the Ledger on the 31st Oc- tober 1850 - - - - 7 11 8 | | |
| | | 39 5 9 | |
| | | 112 6 3 | |
| 1 | ORDNANCE DEPARTMENT: | | |
| | For Advances out of Naval Grants for New-spring- ing Arms at the Marine Divisions - - - - £. 55 9 - | | |
| | For ditto for the Purchase by Paymasters and Pur- sers, &c. of Ordnance Stores - - - - 100 13 6 | | |
| | | 156 2 6 | |
| | Less,—Sums Received by the Consul at Bilbao, and by the Purser in charge at Valparaiso, for the Sale of Ordnance Stores, not yet claimed - - 53 12 3 | | |
| | | 102 10 3 | |
| 2 | BOARD OF CUSTOMS: | | |
| | For the following Balances; viz.: | | |
| | 1st, For Balance due on Account of Advances in 1850-51, for } Medical Attendance on Seamen of Revenue Cruizers, &c. - } | 218 1 - | |
| | 2d, For Balance of Payments on account of Repairs to the Coast } Guard Office at Deal - - - - - } | - 14 3 | |
| 1 | EAST INDIA COMPANY: | | |
| | For Repayment by the French Government to the Naval Depart- ment, for a Supply of Coals by the East India Company, the value of which has not been claimed by the Company - - - - } | - - - | 417 18 1 |
| 2 | RIVER LUNE AND RYE HARBOUR IMPROVEMENT ACCOUNT: | | |
| | For Balance of Deposits by Companies, to be expended on Works of } Improvement, under the Superintendence of the Admiralty - } | - - - | 3,677 8 4 |
| 2 | DUBIOUS ACCOUNTANTS: | | |
| | For bad and doubtful Debts on Old Accounts, from 1808, still kept } on Record in the Ledger - - - - - } | 992 4 1 | |
| 631 | - - - - - Carried forward - - - £. | 4,429,395 - 11 | 268,653 2 3 |

BALANCE SHEET, showing the Ledger Balances on the 31st October 1850—continued.

| Number of Accounts. | DESCRIPTION OF ACCOUNT. | Dr. | | | Cr. | | |
|--|--|-----------|-----------|----|-----------|----|----|
| 631 | - - - - - Brought forward - - - £. | £. | s. | d. | £. | s. | d. |
| | | 4,429,395 | - | 11 | 268,653 | 2 | 3 |
| 1 | IMPREST Dubious : | | | | | | |
| | For the above Debts on old Accounts withdrawn from the Amount of the available Balance - - - - - } | - | - | - | 992 | 4 | 1 |
| 27 | OLD STORE AND EXTRA RECEIPT MONIES ACCOUNTS : | | | | | | |
| | For Receipts on account of the Sales of unserviceable Navy Stores, and for Supplies of serviceable Navy Stores to other Departments of Government, paid over Quarterly to the Exchequer - - } | - | - | - | 47,985 | 8 | 6 |
| | For Payment in lieu of an Imprest Bill, cancelled on the 31st October 1849, in consequence of its not having been presented for acceptance within the prescribed time, and credited to the Extra Receipt Head, of Miscellaneous Receipts, when cancelled - } | 40 | 6 | 8 | — | | |
| | NET AVAILABLE BALANCE on the 31st October 1850 - - - | - | - | - | 4,111,804 | 12 | 9 |
| 659 | £. | 4,429,435 | 7 | 7 | 4,429,435 | 7 | 7 |
| As the foregoing Balance includes the Sums belonging to the Account of 1850-51, the Amount of the Grants for that Year, less the Expenditure passed to Account up to the 31st October 1850, should be reserved before striking the unappropriated Balance of Monies for the Year 1849-50; viz. | | | | | | | |
| | GRANTS for Naval Services for the Year 1850-51, per Act 13 & 14 Vict. c. 107, s. 12; viz. - - - | £. | s. | d. | £. | s. | d. |
| | | - | 5,908,352 | - | - | | |
| | SEPARATE ESTIMATE for the Post Office Department (Packet Service) - - - - - | - | 764,236 | - | 6,672,588 | - | - |
| | Deduct,—Net Expenditure for the Year 1850-51, passed to Account up to the 31st October 1850, the date when the preceding Balances were struck - - - - - | - | - | - | 2,973,454 | 10 | 10 |
| 193 | NET AMOUNT due on the Grants for 1850-51 - - - - - | - | - | - | 3,699,133 | 9 | 2 |
| | UNAPPROPRIATED BALANCE of Monies Granted for 1849-50 - - - - - £. | - | - | - | 412,671 | 3 | 7 |
| The same result may be obtained from the Balance Account ended 31st March 1850; viz. | | | | | | | |
| | NET AVAILABLE BALANCE for 1849-50, on the Books on the 31st March 1850 - - - - - | £. | s. | d. | 898,787 | 2 | 5 |
| | Add,—Supplementary Estimate for Excess of Expenditure over the Grants for 1848-49, temporarily defrayed out of the Grants for 1849-50, voted 29th July 1850, per Act 13 & 14 Vict. c. 107, s. 11 - - - - - | - | - | - | 211,159 | 3 | 7 |
| | | | | | 1,109,896 | 6 | - |
| | Deduct,—Net Expenditure for 1849-50, passed to Account subsequently to the 31st March 1850, when the preceding Balance was struck - - - - - } | - | - | - | 697,225 | 2 | 5 |
| 852 | UNAPPROPRIATED BALANCE of Monies granted for 1849-50 - - - - - £. | - | - | - | 412,671 | 3 | 7 |

(signed) J. T. Briggs,
Account^t Gen^l of the Navy.Examined,
E. A. Hoffay.

ADDITIONS BY THE COMMISSIONERS OF AUDIT.

587. STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1850, showing the Amount expended for each Work, as compared with the Grant for the same for the Year, and with the Total Estimate for the Work.—(In continuation of a similar Statement appended to the Detailed Naval Account for 1848-49, Parliamentary Paper, 644, Session 1850.)

[The Amounts inserted in the Column headed "Total Estimate for the Work," are taken from a similar column in the Estimate laid before Parliament, although it is evident that in many cases the sums so inserted are rather the Amounts required for the Year, than the Estimated Cost of the Works.]

| | GRANTS for 1849-50. | PAYMENTS in 1849-50. | Expenditure not Provided for, or in Excess of the Amount Granted for 1849-50. | Total Estimate for the Work. | Total Payments for the same to 31 March 1850. | Excess of Expenditure beyond the Total Estimate for the Work. | |
|--|---------------------------|----------------------------|--|------------------------------------|--|--|---------------------------|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | |
| NAVAL YARDS AT HOME. | | | | | | | |
| Deptford : | | | | | | | |
| Repairing No. 1, Slip and Dock - - - | 3,334 - - | 2,228 4 11 | (c) - - | 3,334 - - | 2,228 4 11 | - - | 1849-50. |
| Ordinary and particular Repairs and Painting - | 1,298 - - | 1,950 13 - | (a) 652 13 - | 1,298 - - | 1,950 13 - | 652 13 - | 1849-50. |
| £. | 4,632 - - | 4,178 17 11 | | | | | |
| | | | | | | | |
| Woolwich : | | | | | | | |
| Foundations for Sheers, and Shed for Machinery attached to them - - - | 762 - - | 914 11 - | (a) 152 11 - | 762 - - | 914 11 - | 152 11 - | 1849-50. |
| Tram Road from Factory Buildings to the Sheers - | 889 - - | 927 16 4 | (a) 38 16 4 | 889 - - | 927 16 4 | 38 16 4 | 1849-50. |
| Tram Road from Wharf to Timber Yard - - - | 1,388 - - | 933 7 - | (c) - - | 1,388 - - | 933 7 - | - - | 1849-50. |
| Alterations and Reconstructions - - - | 324 - - | 235 1 - | (c) - - | 324 - - | 235 1 - | - - | 1849-50. |
| Ordinary and particular Repairs and Painting - | 3,725 - - | 4,380 13 11 | (a) 655 13 11 | 3,725 - - | 4,380 13 11 | 655 13 11 | 1849-50. |
| New Machinery - - - | 350 - - | 1,125 18 6 | (a) 775 18 6 | 350 - - | 1,125 18 6 | 775 18 6 | 1849-50. |
| Dock and Saw Mills - - - | - - | 113 12 - | (b) 113 12 - | 89,000 - - | 93,456 3 - | 4,456 3 - | From preceding Statement. |
| £. | 7,433 - - | 8,630 19 9 | | | | | |

(continued)

(continued)

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1850, &c.—continued.

| | GRANTS for 1849-50. | | PAYMENTS in 1849-50. | | Expenditure not Provided for, or in Excess of the Amount Granted for 1849-50. | | Total Estimate for the Work. | | Total Payments for the same to 31 March 1850. | | Excess of Expenditure beyond the Total Estimate for the Work. | |
|--|---------------------------|-------|----------------------------|-------|--|-------|------------------------------------|-------|--|-------|--|-------|
| | £. | s. d. | £. | s. d. | £. | s. d. | £. | s. d. | £. | s. d. | £. | s. d. |
| NAVAL YARDS AT HOME—continued. | | | | | | | | | | | | |
| Chatham: | | | | | | | | | | | | |
| Additions to Metal Mills | 4,449 | - | 4,623 | 2 10 | (a) 174 | 2 10 | 14,449 | - | 13,625 | 11 2 | - | - |
| Stone Tramway from the Wharf to Timber Sheds | 2,000 | - | - | - | (d) | - | 2,000 | - | - | - | - | - |
| Clearing the Harbour of Mud | 1,000 | - | 794 | 7 3 | (c) | - | - | - | - | - | - | - |
| Groundways to Slips | 3,192 | - | 3,192 | - | (c) | - | 3,192 | - | 3,192 | - | - | - |
| Alterations and Reconstructions | 4,320 | - | 4,151 | 4 - | (c) | - | 4,320 | - | 4,151 | 4 - | - | - |
| Ordinary and Particular Repairs and Painting | 3,743 | - | 4,125 | 13 7 | (a) 382 | 13 7 | 3,743 | - | 4,125 | 13 7 | - | - |
| New Machinery | 2,500 | - | 1,273 | 1 3 | (c) | - | 2,500 | - | 1,273 | 1 3 | 382 | 13 7 |
| Reconstructing Building Slips | - | - | 772 | 4 9 | (b) 772 | 4 9 | 102,000 | - | 107,848 | 12 6 | - | - |
| Standards for Slip, No. 5 | - | - | 116 | 2 - | (b) 116 | 2 - | - | - | - | - | 5,848 | 12 6 |
| Funnel for Shafting to Joiner's Shop | - | - | 70 | 18 - | (b) 70 | 18 - | - | - | - | - | - | - |
| | £. | | 19,118 | 13 8 | | | | | | | | |
| Sheerness: | | | | | | | | | | | | |
| Working Shed to Slips | 349 | - | 333 | - | (c) | - | 349 | - | 333 | - | - | - |
| Engine House to Navy Well | 800 | - | 531 | 2 2 | (c) | - | 800 | - | 531 | 2 2 | - | - |
| Alterations and Reconstructions | 422 | - | 249 | 4 - | (c) | - | 422 | - | 249 | 4 - | - | - |
| Ordinary and Particular Repairs and Painting | 2,049 | - | 2,122 | 18 6 | (a) 73 | 18 6 | 2,049 | - | 2,122 | 18 6 | 73 | 18 6 |
| New Machinery | 500 | - | 220 | 7 - | (c) | - | 500 | - | 220 | 7 - | - | - |
| | £. | | 3,456 | 11 6 | | | | | | | | |
| Portsmouth: | | | | | | | | | | | | |
| Camber Dock | 11,768 | - | - | - | - | - | 87,000 | - | - | - | - | - |
| Steam Factory | 8,526 | - | - | - | - | - | 200,000 | - | - | - | - | - |
| Factory Store House, Fresh and Salt Water Tanks, Engine House, &c. | 16,500 | - | - | - | - | - | 28,500 | - | - | - | - | - |
| Fresh Water Well | 2,000 | - | 69,611 | 14 11 | (a) 22,267 | 14 11 | 3,500 | - | 266,281 | 15 4 | - | - |
| Dredging and Removing Mud from the front of the Steam Basin, Sea Wall, and No. 9 Dock | 3,000 | - | - | - | - | - | 5,000 | - | - | - | - | - |
| Rails and Tramways, and Paving the Yard | 5,000 | - | - | - | - | - | 5,000 | - | - | - | - | - |
| Additions to Temporary Smithy | 550 | - | - | - | - | - | 550 | - | - | - | - | - |

It appears that although the amount paid to Mr. Holt, the contractor for these works, taken collectively, is fully borne out by the certificates of the engineer officer superintending the execution of the works, the amount thus paid from time to time has not been accurately apportioned to the different works; an apportionment which it is understood cannot now be correctly made, until the final settlement with the contractor. Meanwhile, the expenditure in respect of these works is necessarily shown in the aggregate.

A further expenditure of 165*l.* 2*s.* in respect of this Funnel, is included under "Contingencies," see page 27.

From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.
From preceding Statement.

| 57. | 58. | Description | £. | 30,077 | 29,615 16 1 | (c) | 116,000 | 102,068 4 9 | - | - | - | From preceding Statement. |
|------------|-----|---|--------|--------|----------------------|-----|---------|-------------|---|-------------|---|---------------------------|
| | | | | | | | | | | | | |
| | | Constructing Dock No. 9, and Sea Wall | - | - | - | (c) | - | - | - | - | - | 1849-50. |
| | | Rails and Travellers for Stowing Timber | - | 800 | 758 4 7 | (c) | 800 | 758 4 7 | - | - | - | 1849-50. |
| | | Rails for Stowing Coals | - | 100 | 39 17 5 | (c) | 100 | 39 17 5 | - | - | - | 1849-50. |
| | | Rails and Travellers for Stowing Anchors | - | 500 | 599 8 2 | (a) | 500 | 599 8 2 | - | 99 8 2 | - | 1849-50. |
| | | Gas Mains and Fittings for Factory New Ground | - | 1,000 | 1,013 8 - | (a) | 1,000 | 1,013 8 - | - | 13 8 - | - | 1849-50. |
| | | New Privies | - | 100 | 25 11 - | (c) | 100 | 25 11 - | - | - | - | 1849-50. |
| | | New Ticket House for Mustering Workmen | - | 100 | 298 - 7 | (a) | 100 | 298 - 7 | - | 198 - 7 | - | 1849-50. |
| | | Marine Artillery Battery | - | 1,100 | 1,428 7 8 | (a) | 1,100 | 1,428 7 8 | - | 328 7 8 | - | 1849-50. |
| | | Alterations and Reconstructions | - | 900 | 971 3 - | (a) | 900 | 971 3 - | - | 71 3 - | - | 1849-50. |
| | | Ordinary and particular Repairs and Painting | - | 7,281 | 8,856 2 - | (a) | 7,281 | 8,856 2 - | - | 1,576 2 - | - | 1849-50. |
| | | New Machinery | - | 5,760 | 3,981 9 7 | (c) | 5,760 | 3,981 9 7 | - | - | - | 1849-50. |
| | | Annealing Shop | - | - | 55 10 1 | (b) | - | - | - | - | - | From preceding Statement. |
| | | Sea Wall and Building Sheds | - | - | 124 11 - | (b) | 3,018 | 2,252 9 1 | - | - | - | |
| | | Steam Basin | - | - | 937 7 2 | (c) | - | - | - | - | - | |
| | | | | | (Excess of Credits.) | | | | | | | |
| | | £. | 95,062 | - | 116,441 15 11 | | | | | | | |
| Devonport: | | | | | | | | | | | | |
| | | Completing the Basin | - | 30,000 | 23,635 14 9 | (c) | 39,000 | 23,635 14 9 | - | - | - | |
| | | New Engine House for Ropery | - | 1,000 | 1,273 10 1 | (a) | 1,000 | 1,273 10 1 | - | 273 10 1 | - | 1849-50. |
| | | Alterations and Re-constructions | - | 178 | 222 15 1 | (a) | 178 | 222 15 1 | - | 44 15 1 | - | 1849-50. |
| | | Ordinary and particular Repairs and Painting | - | 5,552 | 5,811 13 8 | (a) | 5,552 | 5,811 13 8 | - | 259 13 8 | - | 1849-50. |
| | | New Machinery | - | 3,200 | 2,479 4 1 | (c) | 3,200 | 2,479 4 1 | - | - | - | 1849-50. |
| | | | | | | | | | | | | |
| | | New Dock | - | - | 3,128 18 - | (b) | - | - | - | - | - | |
| | | Rebuilding Officers' Houses | - | - | 490 17 1 | (b) | 2,056 | 4,723 18 10 | - | 2,667 18 10 | - | From preceding Statement. |
| | | Chain Cable Store | - | - | 8 7 7 | (b) | - | - | - | - | - | |
| | | Solution Tank | - | - | 9 2 1 | (b) | - | - | - | - | - | |
| | | Repairs of Machinery | - | - | 203 19 10 | (b) | - | - | - | - | - | From preceding Statement. |
| | | Master Offices | - | - | 197 11 - | (b) | - | - | - | - | - | |
| | | £. | 39,930 | - | 37,461 13 3 | | | | | | | |

1849-50. The sum of 39,000 £. inserted in the column of "Total Estimate for the Work," appears to be the amount required for the completion of a work carried on in prior years, under the designation of "Enlarging Basin and Constructing Entrance to Docks;" the original Estimate for which was 111,035 £.; the amount granted to 31st March 1849, 67,000 £.; and the amount expended to the same period, 45,307 £. 11 s. 6 d.

This is the cost of materials supplied for a New Dock at the east end of the New Basin, for the construction of which provision was made in 1850-51. See Supplementary Estimates for that year.

(continued)

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1850, &c.—*continued.*

| | GRANTS for 1849-50. | PAYMENTS in 1849-50. | Expenditure not Provided for, or in Excess of the Amount Granted for 1849-50. | Total Estimate for the Work. | Total Payments for the same to 31 March 1850. | Excess of Expenditure beyond the Total Estimate for the Work. | |
|---|---------------------------|----------------------------|--|------------------------------------|--|--|---------------------------|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | |
| NAVAL YARDS AT HOME— <i>continued.</i> | | | | | | | |
| Keyham : | | | | | | | |
| For constructing South Basin and two Docks, Coffer Dam in front of the Basins, and clearing Ground for Buildings, and purchase of Ground for Magazine, &c. | 120,090 - - | 119,592 1 6 | (c) - - | 1,225,000 - - | 620,138 13 11 | - - - | From preceding Statement. |
| North Basin - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | | - - - | |
| Factory Buildings - - - - - | - - - - - | - - - - - | - - - - - | - - - - - | | - - - | |
| Remainder of Works to complete the Establishment) | - - - - - | - - - - - | - - - - - | 97,927 - - | | - - - | |
| Powder Magazine Establishment at Bull Point | - - - - - | - - - - - | - - - - - | - - - - - | | - - - | |
| £. | 120,000 - - | 119,592 1 6 | | | | | |
| Plymouth Sound : | | | | | | | |
| Works at the Breakwater - - - - - | 15,000 - - | 13,752 5 - | (c) - - | 1,524,021 - - | 1,486,886 6 6 | - - - | From preceding Statement. |
| Pembroke : | | | | | | | |
| Iron Roofs of Slipways 1 and 2 - - - - - | 8,717 - - | 8,813 11 - | (a) 96 11 - | 30,000 - - | 29,410 - 6 | - - - | From preceding Statement. |
| Berthing in Slip Roofs 1 and 2 - - - - - | 2,040 - - | 1,897 - - | (c) - - | 2,040 - - | 1,897 - - | - - - | 1849-50. |
| Alterations and Reconstructions - - - - - | 374 - - | 397 1 7 | (a) 23 1 7 | 374 - - | 397 1 7 | 23 1 7 | 1849-50. |
| Ordinary and particular Repairs and Painting - - - - - | 3,825 - - | 3,151 12 11 | (c) - - | 3,825 - - | 3,151 12 11 | - - - | 1849-50. |
| New Machinery - - - - - | 20 - - | 37 6 8 | (a) 17 6 8 | 20 - - | 37 6 8 | 17 6 8 | 1849-50. |
| Building to contain Captain Superintendent's Offices —(Surgery, Police Establishment, and Officers' Houses) - - - - - | - - - - - | 4 5 - | (b) 4 5 - | 5,311 - - | 5,820 2 4 | 509 2 4 | From preceding Statement. |
| £. | 14,976 - - | 14,300 17 2 | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|--|---|-------|---|---|-------|----|----|-----|---|----|---|-------|---|---|-------|----|----|-----|----|---|--|
| 587. | Haulbowline : | | 373 | - | - | 365 | 4 | 6 | (c) | - | - | - | 373 | - | - | 365 | 4 | 6 | - | - | - | 1849-50. |
| | Ordinary and particular Repairs and Painting | - | | | | | | | | | | | | | | | | | | | | |
| | Dungeness : | | | | | | | | | | | | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | - | 21 | - | - | 22 | 10 | 3 | (a) | 1 | 10 | 3 | 21 | - | - | 32 | 10 | 3 | 1 | 10 | 3 | 1849-50. |
| | Deal : | | | | | | | | | | | | | | | | | | | | | |
| 588. | Ordinary and particular Repairs and Painting | - | 130 | - | - | 80 | 17 | 6 | (c) | - | - | - | 130 | - | - | 80 | 17 | 6 | - | - | - | 1849-50. |
| | Leith : | | | | | | | | | | | | | | | | | | | | | |
| | Boundary Wall - - - - - | - | 80 | - | - | - | - | - | (d) | - | - | - | 80 | - | - | - | - | - | - | - | - | 1849-50. |
| | Ordinary and particular Repairs and Painting | - | 145 | - | - | 115 | 19 | 11 | (c) | - | - | - | 145 | - | - | 115 | 19 | 11 | - | - | - | 1849-50. |
| | £. | | 749 | - | - | 584 | 12 | 2 | | | | | | | | | | | | | | |
| VICTUALLING ESTABLISHMENTS AT HOME. | | | | | | | | | | | | | | | | | | | | | | |
| 589. | Deptford : | | | | | | | | | | | | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | - | 944 | - | - | 557 | 4 | - | (c) | - | - | - | 944 | - | - | 557 | 4 | - | - | - | - | 1849-50. |
| | Repairs to Machinery - - - - - | - | 200 | - | - | - | - | - | (d) | - | - | - | 200 | - | - | - | - | - | - | - | - | 1849-50. |
| | Royal Clarence Yard : | | | | | | | | | | | | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | - | 938 | - | - | 814 | 18 | 7 | (c) | - | - | - | 938 | - | - | 814 | 18 | 7 | - | - | - | 1849-50. |
| 590. | New Machinery - - - - - | - | 200 | - | - | - | - | - | (d) | - | - | - | 200 | - | - | - | - | - | - | - | - | 1849-50. |
| | Landing-place and Waiting Rooms - - - - - | - | - | - | - | 1,072 | 13 | 8 | (b) | - | - | - | 3,190 | - | - | 3,753 | 19 | 7 | 563 | 19 | 7 | { From preceding Statement. A further expenditure of 26l. 3 s. 11 d. in respect of this work is included under "Contingencies." See page 27. |
| | Royal William Yard : | | | | | | | | | | | | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | - | 617 | - | - | 507 | 6 | - | (c) | - | - | - | 617 | - | - | 507 | 6 | - | - | - | - | 1849-50. |
| | Repairs to Machinery - - - - - | - | 100 | - | - | - | - | - | (d) | - | - | - | 100 | - | - | - | - | - | - | - | - | 1849-50. |
| | £. | | 2,999 | - | - | 2,962 | 2 | 3 | | | | | | | | | | | | | | |
| MEDICAL ESTABLISHMENTS AT HOME. | | | | | | | | | | | | | | | | | | | | | | |
| 591. | Woolwich Infirmary : | | | | | | | | | | | | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | - | 20 | - | - | 23 | 10 | 3 | (a) | 3 | 10 | 3 | 20 | - | - | 23 | 10 | 3 | 3 | 10 | 3 | { 1849-50. A further outlay of 75 l. 4 s. for repairs at the Marine Infirmary at Woolwich, is included under "Contingencies." See page 27. |
| | Chatham Infirmary : | | | | | | | | | | | | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | - | 473 | - | - | 413 | 10 | 6 | (c) | - | - | - | 473 | - | - | 413 | 10 | 6 | - | - | - | { 1849-50. Same remark in regard to a further expenditure of 5 l. 17 s. for these repairs. See page 27. |
| | £. | | 493 | - | - | 437 | - | 9 | | | | | | | | | | | | | | (continued) |

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1850, &c.—continued.

| | GRANTS for 1849-50. | PAYMENTS in 1849-50. | Expenditure not Provided for, or in Excess of the Amount Granted for 1849-50. | Total Estimate for the Work. | Total Payments for the same to 31 March 1850. | Excess of Expenditure beyond the Total Estimate for the Work. | |
|--|---------------------------|----------------------------|--|------------------------------------|--|--|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | |
| MEDICAL ESTABLISHMENTS AT HOME—continued. | | | | | | | |
| Haslar Hospital : | | | | | | | |
| Ordinary and particular Repairs and Painting | - | 2,442 15 3 | (a) 400 15 3 | 2,042 - - | 2,442 15 3 | 400 15 3 | 1849-50. |
| Repairs to Haslar Breakwater | - | 145 16 2 | (c) - - | 400 - - | 145 16 2 | - - | 1849-50. |
| Plymouth Hospital : | | | | | | | |
| Ordinary and particular Repairs and Painting | - | 229 12 - | (c) - - | 267 - - | 229 12 - | - - | 1849-50. |
| Deal Hospital : | | | | | | | |
| Ordinary and particular Repairs and Painting | - | 17 15 10 | (c) - - | 133 - - | 17 15 10 | - - | 1849-50. |
| Haulbowline Temporary Hospital : | | | | | | | |
| Ordinary and particular Repairs and Painting | - | 4 7 8 | (b) 4 7 8 | - - | - - | - - | 1849-50. |
| £. | 2,842 - - | 2,840 6 11 | | | | | |
| MARINE BARRACKS. | | | | | | | |
| Deptford : | | | | | | | |
| Ordinary and particular Repairs and Painting | - | 155 12 - | (c) - - | 170 - - | 155 12 - | - - | 1849-50. |
| Woolwich : | | | | | | | |
| New Works | - | 1,336 - - | (c) - - | 1,400 - - | 1,336 - - | - - | 1849-50. |
| Alterations and Reconstructions | - | 35 5 - | (c) - - | 64 - - | 35 5 - | - - | 1849-50. |
| Ordinary and particular Repairs and Painting | - | 300 16 10 | (c) - - | 334 - - | 300 16 10 | - - | 1849-50. The item "Contin- gencies," p. 27, includes a further sum of 26 l. 12 s. for repairs at these barracks. |

[illegible]

(From preceding Statement. A further expenditure of 219*l.* 4*s.* in respect of these storehouses is included in the item "Contingencies." See p. 27.
1849-50.

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1850, &c.—continued.

| | GRANTS for 1849-50. | PAYMENTS in 1849-50. | Expenditure not Provided for, or in Excess of the Amount granted for 1849-50. | Total Estimate for the Work. | Total Payments for the same to 31 March 1850. | Excess of Expenditure beyond the Total Estimate for the Work. | |
|---|---------------------------|----------------------------|--|------------------------------------|--|--|---|
| Brought forward - - - | £. s. d. 19,290 - - | £. s. d. 16,295 8 5 | £. s. d. - - - | £. s. d. - - - | £. s. d. - - - | £. s. d. - - - | |
| NAVAL ESTABLISHMENTS ABROAD—continued. | | | | | | | |
| Malta—continued. | | | | | | | |
| Converting Old Houses into Quarters for Foremen - - - | 2,000 - - | - - - | (d) - - - | 2,000 - - | - - - | - - - | 1849-50. |
| Ordinary and particular Repairs and Painting - - - | 435 - - | 471 2 6 | (a) 36 2 6 | 435 - - | 471 2 6 | 36 2 6 | 1849-50. |
| New Machinery - - - | 150 - - | 774 16 - | (a) 624 16 - | 150 - - | 774 16 - | 624 16 - | 1849-50. |
| Officers' Houses - - - | - - - | 14 6 4 | (b) 14 6 4 | 450 - - | 976 6 7 | 526 6 7 | From preceding Statement. |
| Officers' Offices - - - | - - - | 19 4 6 | (b) 19 4 6 | 750 - - | 1,189 5 - | 439 5 - | From preceding Statement. |
| Steam Machinery Factory - - - | - - - | 3,260 17 - | (b) 3,260 17 - | 30,000 - - | 29,863 11 9 | - - - | From preceding Statement. 140l. 6s. for freight of building materials for this work, is included in the item "Contingencies." See page 27. |
| Bermuda: | | | | | | | |
| Buildings for Naval Yard - - - | 10,000 - - | 11,426 19 4 | (a) 152 19 4 | 96,000 - - | 11,426 19 4 | - - - | 1849-50. Same remark in regard to 67l. 1s. for cast-iron gutters for these works. See page 27. |
| Buildings for Victualling Yard - - - | 1,274 - - | - - - | - - - | 1,274 - - | - - - | - - - | 1849-50. |
| Ordinary and particular Repairs and Painting - - - | - - - | - - - | - - - | 25,000 - - | - - - | - - - | 1849-50. |
| Hauling-up Slip - - - | - - - | - - - | - - - | 22,000 - - | - - - | - - - | 1849-50. |
| Completing the Breakwater - - - | - - - | - - - | - - - | - - - | - - - | - - - | |
| Halifax: | | | | | | | |
| Ordinary and particular Repairs and Painting - - - | 1,066 - - | 1,186 14 2 | (a) 70 14 2 | 1,066 - - | 1,186 14 2 | 70 14 2 | 1849-50. |
| Jamaica: | | | | | | | |
| Alterations and Reconstructions - - - | 400 - - | 494 19 3 | (a) 94 19 3 | 400 - - | 494 19 3 | 94 19 3 | 1849-50. |
| Ordinary and particular Repairs and Painting - - - | 100 - - | 121 9 11 | (a) 21 9 11 | 100 - - | 121 9 11 | 21 9 11 | 1849-50. |
| Antigua: | | | | | | | |
| Ordinary and particular Repairs and Painting - - - | 1,212 - - | 942 5 7 | (c) - - - | 1,212 - - | 942 5 7 | - - - | 1849-50. |
| Kingston (Canada): | | | | | | | |
| Ordinary and particular Repairs and Painting - - - | 260 - - | 174 2 2 | (c) - - - | 260 - - | 174 2 2 | - - - | 1849-50. |
| Ascension: | | | | | | | |
| For Constructing Storehouses, &c. - - - | 1,000 - - | 813 5 9 | (c) - - - | 2,000 - - | - - - | - - - | 1849-50. The sums granted for the works at Ascension in 1847-48, 1848-49, and 1849-50, amount to 8,700 l., and the expenditure to 6,820l. 11s. 10d. |

(continued)

| | | | | | | | | | | |
|------------------------------------|--|------------|-----|-------|------------|----|----------|----|------|---|
| 587. | Cape of Good Hope : | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | | | | | | | | | |
| | Trincomalee : | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | | | | | | | | | |
| | Hong Kong : | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | | | | | | | | | |
| £. | 685 | 258 | (c) | 685 | 258 | 7 | 1849-50. | - | - | - |
| | 1,000 | 581 18 10 | (c) | 1,000 | 581 18 10 | 10 | 1849-50. | - | - | - |
| | 500 | 121 - 4 | (c) | 500 | 121 - 4 | 4 | 1849-50. | - | - | - |
| | 39,372 | 86,406 8 8 | | | | | | | | |
| VICTUALLING ESTABLISHMENTS ABROAD. | | | | | | | | | | |
| Gibraltar: | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | | | | | | | | | |
| | 79 | 65 5 - | (c) | 79 | 65 5 - | - | 1849-50. | - | - | - |
| Malta: | | | | | | | | | | |
| | Extending the Wharf in front of Bakery | | | | | | | | | |
| | 3,000 | 2,996 4 11 | (c) | 3,000 | 2,996 4 11 | 11 | 1849-50. | - | - | - |
| | 325 | 340 1 11 | (a) | 325 | 340 1 11 | 11 | 1849-50. | 15 | 1 11 | - |
| Jamaica: | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | | | | | | | | | |
| | - | 3 9 7 | (b) | - | 3 9 7 | 7 | | - | - | - |
| Halifax: | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | | | | | | | | | |
| | 61 | 36 1 4 | (c) | 61 | 36 1 4 | 4 | 1849-50. | - | - | - |
| Cape of Good Hope: | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | | | | | | | | | |
| | 92 | 79 2 5 | (c) | 92 | 79 2 5 | 5 | 1849-50. | - | - | - |
| Trincomalee: | | | | | | | | | | |
| | Ordinary and particular Repairs and Painting | | | | | | | | | |
| | - | 168 9 3 | (b) | - | 168 9 3 | 3 | | - | - | - |
| £. | 3,557 | 3,688 14 5 | | | | | | | | |

STATEMENT of the Amount paid for New Works, Improvements, and Repairs, in the Year ended 31 March 1850, &c.—continued.

| | GRANTS for 1849-50. | PAYMENTS in 1849-50. | Expenditure not Provided for, or in Excess of the Amount granted for 1849-50. | Total Estimate for the Work. | Total Payments for the same to 31 March 1850. | Excess of Expenditure beyond the Total Estimate for the Work. | |
|--|---------------------------|----------------------------|--|------------------------------------|--|--|-------------------------------------|
| MEDICAL ESTABLISHMENTS ABROAD. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | |
| Malta: | | | | | | | |
| Ordinary and particular Repairs and Painting | 190 - - | 195 10 8 | (a) 5 10 8 | 190 - - | 195 10 8 | 5 10 8 | 1849-50. |
| Bermuda: | | | | | | | |
| Ordinary and particular Repairs and Painting | 208 - - | - - - | (d) - - - | 208 - - | - - - | - - - | 1849-50. |
| Jamaica: | | | | | | | |
| Ordinary and particular Repairs and Painting | 50 - - | 19 17 7 | (c) - - - | 50 - - | 19 17 7 | - - - | 1849-50. |
| Halifax: | | | | | | | |
| Ordinary and particular Repairs and Painting | 11 - - | - - - | (d) - - - | 11 - - | - - - | - - - | 1849-50. |
| Cape of Good Hope: | | | | | | | |
| Ordinary and Particular Repairs and Painting | 193 - - | 551 6 6 | (a) 358 6 6 | 193 - - | 551 6 6 | 358 6 6 | 1849-50. |
| Trincomalee: | | | | | | | |
| Ordinary and particular Repairs and Painting | - - - | 6 6 3 | (b) 6 6 3 | - - - | - - - | - - - | |
| £. | 652 - - | 773 1 - | | | | | |
| Contingencies | 3,000 - - | 5,890 15 8 | (a) 2,890 15 8 | - - - | - - - | - - - | See Statement of particulars p. 27. |

| | | | |
|--|--------|-------|-------------|
| The excess of Expenditure beyond the Amount Voted for Works (marked a) in respect of which provision was made, is | £. | s. d. | £. s. d. |
| | 34,383 | 4 9 | |
| The Amount of Expenditure for which no provision was made in 1849-50. (See Works marked b) | 9,845 | 12 8 | |
| | | | 44,228 17 5 |
| The Amount less Expended than Voted for Works (marked c) in respect of which provision was made, is | 24,736 | - - | |
| And the Amount Voted for Works (marked d) for which no Payments were made in 1849-50 | 4,799 | - - | |
| | | | 29,535 - - |
| More Expended than Voted on the Total of the Grant for Works, Improvements and Repairs. (Vote No. 11, see pages 3 and 8) | - - - | - - - | 14,008 17 6 |

PARTICULARS of the Amount posted to the £. 3,000 included in the Estimates of 1849-50 (Vote No. 11), under the Head "CONTINGENCIES," as intended to provide for Work which could not then be foreseen, but which might arise in the course of the Financial Year.

| | £. | s. | d. | | £. | s. | d. |
|---|-------|----|----|---|-------|----|----|
| NAVAL YARDS AT HOME. | | | | Brought forward - - - £. | 4,066 | 14 | 8 |
| Deptford: | | | | MARINE BARRACKS. | | | |
| Removing a Shoal off the Yard, and a New Lamp - - - - - | 62 | 10 | - | Woolwich: | | | |
| Woolwich: | | | | Sundry ordinary Repairs - - - - | 26 | 12 | - |
| Enclosing a Yard for Scrap Iron, &c. (Building a Wall near Brass Foundry) - | 22 | 16 | - | Chatham: | | | |
| Completing Inner Basin - - - - - | 10 | - | - | Constructing Ashpits - - - - - | 28 | 8 | - |
| Paddle-wheel Shed - - - - - | 219 | 15 | - | Plymouth: | | | |
| Erecting Shed for stowing Engines of "Retribution" - - - - - | *450 | - | - | Shelves in Mill Bay Barracks - - - | 32 | 7 | - |
| Repairing Slip No. 4 - - - - - | *619 | 15 | 6 | MARINE INFIRMARIES. | | | |
| Extension of Factory - - - - - | 16 | 13 | 9 | Woolwich: | | | |
| Sundry Works and Repairs - - - - - | 108 | - | - | Ordinary and Particular Repairs - - | 75 | 4 | - |
| Gas Mains and Fittings - - - - - | 410 | 14 | - | Chatham: | | | |
| Chatham: | | | | Fitting up Three Rooms in Melville Hospital as Wards - - - - - | 232 | 11 | - |
| Erecting a House for Officer in charge of Works - - - - - | 390 | 12 | - | Ordinary Repairs - - - - - | 5 | 17 | - |
| Building Two New Muster and Ticket Offices - - - - - | 141 | - | - | NAVAL YARDS ABROAD. | | | |
| Funnel for Shafting to Joiners' Shop - | 165 | 2 | - | Gibraltar: | | | |
| Sheerness: | | | | Bricks for additional Storehouses - - | 219 | 4 | - |
| Repairing Town Pier, damaged by one of Her Majesty's Ships - - - - - | 80 | 4 | - | Packing Cases - - - - - | 5 | 5 | - |
| Portsmouth: | | | | Malta: | | | |
| Pay of Chaplain and Scripture Reader - | 170 | - | - | Freight of Building Materials for Steam Machinery Factory - - - - - | 140 | 6 | - |
| Repair of Batteries at Southsea and Fort Cumberland - - - - - | 120 | 2 | - | Constructing a Tank, and forming Junction with Aqueduct - - - - - | 565 | 1 | 9 |
| Work at Osborne Causeway - - - - - | 146 | 10 | - | Bermuda: | | | |
| Plymouth: | | | | Cast Iron Gutters and Freight - - - | 67 | 1 | - |
| Extension of North Smithy - - - - - | 656 | 4 | - | Jamaica: | | | |
| Cooking Apparatus for Officers' Houses - | 31 | 4 | - | A Turret Clock - - - - - | 143 | 7 | - |
| Relaying Zinc on Roof of Chain Cable Store - - - - - | 18 | 13 | - | VICTUALLING ESTABLISHMENTS ABROAD. | | | |
| Pembroke: | | | | Malta: | | | |
| Pay of Superintendent of Works - - - | 150 | 14 | 7 | Converting Dwellings into Corn Stores - | 90 | 15 | - |
| Repairs of Machinery (Steam Engines) - | 9 | 13 | - | Rio de Janeiro: | | | |
| Haulbowline: | | | | Repairing Lofts at Cobras - - - - - | 24 | 10 | 8 |
| Powder for Excavating Rock - - - - | 28 | 14 | 9 | DIRECTOR OF WORKS' OFFICE. | | | |
| North Yarmouth: | | | | Salary of an Examiner of Bills, temporarily employed - - - - - | 167 | 11 | 7 |
| Bricklayers' Work - - - - - | 11 | 13 | 2 | | | | |
| VICTUALLING ESTABLISHMENTS AT HOME: | | | | | | | |
| Royal Clarence Yard: | | | | | | | |
| Queen's Waiting Room - - - - - | 26 | 3 | 11 | | | | |
| Carried forward - - - £. | 4,066 | 14 | 8 | £. | 5,890 | 15 | 8 |

* Authorized by the Lords of the Treasury.

PARTICULARS of the Item "PROVISIONS RECEIVED UNDER CONTRACT," Vote No. 2, amounting to
£. 226,462. 9. -.

(Page 5 of Detailed Account.)

| | £. | s. | d. | | £. | s. | d. |
|----------------------------|--------|---------|------|-----------------------------|------|---------|------|
| Beef, Fresh - - - - - | 46,586 | 3 | 8 | Brought forward - - - | £. | 169,299 | 16 9 |
| Beef, Salt - - - - - | 13,253 | 6 | - | Sugar - - - - - | | 9,400 | 18 - |
| Cocoa - - - - - | 8,149 | 8 | - | Vegetables - - - - - | | 5,457 | 19 3 |
| Hops and Malt - - - - - | 356 | 16 | - | Vinegar - - - - - | | 1,080 | 9 - |
| Oats and Oatmeal - - - - - | 2,099 | 12 | - | Wheat - - - - - | | 23,247 | 18 - |
| Pease - - - - - | 3,670 | 19 | - | Wine - - - - - | | 741 | 12 - |
| Pork, Salt - - - - - | 70,281 | 2 | - | Miscellaneous Provisions : | | | |
| Rice - - - - - | 310 | 8 | - | Preserved Meats £.16,764 | 13 - | | |
| Rum - - - - - | 22,537 | 17 | - | Sundry other Provisions 472 | 10 - | | |
| Salt - - - - - | 205 | 12 | - | | | 17,233 | 16 - |
| Suet - - - - - | 1,848 | 13 | 1 | | | | |
| Carried forward - - - | £. | 169,299 | 16 9 | | £. | 226,462 | 9 - |

PARTICULARS of the Item "NAVAL STORES RECEIVED UNDER CONTRACT," Vote No. 10, amounting to
£. 910,131. 2. 4.

(Page 8 of Detailed Account.)

| | £. | s. | d. | | £. | s. | d. |
|--------------------------------------|---------|---------|-----|--|--------|---------|------|
| Anchors and Mooring Blocks - - | 903 | 4 | - | Brought forward - - - | £. | 367,816 | 5 8 |
| Ash Goods - - - - - | 519 | 13 | - | Oil, Train, and Seal, &c. - - - | | 6,188 | 14 9 |
| Ballast - - - - - | 53 | 5 | - | Paint, &c. : | £. | | |
| Boats - - - - - | 2,141 | 18 | - | Linseed Oil - - - | 6,374 | 16 | - |
| Brooms and Brushes - - - - - | 2,682 | 2 | - | Red and White Lead 5,372 | 15 8 | | |
| Buoys - - - - - | 145 | 16 | - | Mineral Black, &c. - | 2,104 | 8 10 | |
| Cables, Iron - - - - - | 2,337 | 3 | - | | | 13,852 | - 6 |
| Candles - - - - - | 2,116 | 14 | - | Pitch, Tar, Rosin, Turpentine, &c. - | | 8,034 | 12 3 |
| Canvas - - - - - | 29,018 | 1 | - | Pump and Engine Gear - - - | | 4,000 | 13 4 |
| Capstans and Capstan Gear - - - | 185 | 3 | - | Steam Engines, &c. for Vessels - - | | 127,099 | 10 6 |
| Carvers' Work - - - - - | 401 | 16 | - | Stone, Bricks, Lime, Sand, Cement, &c. | | 746 | 1 - |
| Coals, Coke, &c. - - - - - | 115,844 | 10 | 1 | Stores, Miscellaneous - - - | | 14,124 | 13 1 |
| Colours, Bunting, and Worsted - - | 2,583 | 9 | - | Tallow - - - - - | | 6,215 | 13 - |
| Copper - - - - - | 56,334 | 8 | - | Timber : | £. | | |
| Copper and Brass Articles - - - | 17,697 | 8 | 8 | African - - - - - | 49,415 | 12 | - |
| Firehearth and Airing Stoves - - | 2,661 | 6 | - | Baltic Fir - - - - - | 10,190 | 7 7 | |
| Furniture for Yachts, Barges, &c. | 3,764 | 1 | - | Baltic Deals - - - - - | 10,765 | 8 6 | |
| Glass and Glaziers' Wares - - - | 586 | - | - | Baltic Oak Plank - - - | 13,193 | 6 - | |
| Hammocks and Seamen's Bags - - | 7,567 | 9 | - | Canada Fir - - - - - | 12,398 | 8 - | |
| Hemp, Italian - - - £.5,812 | 7 - | | | Canada Deals - - - | 9,946 | 5 8 | |
| " Petersburg - - - 18,576 | 2 - | | | Canada Rock Elm, | | | |
| " Riga - - - 31,855 | 7 - | | | White Oak, &c. - - - | 8,046 | 2 4 | |
| | 56,243 | 16 | - | American Fir - - - | 6,864 | 7 - | |
| Hides and Leather liquored - - - | 2,697 | 4 | 6 | Italian and Tuscan - - | 48,301 | 12 - | |
| Iron, British - - - - - | 11,995 | 1 | 9 | Indian Teak - - - | 63,447 | 1 2 | |
| Iron, Cast, Articles, and Pig Iron - | 3,076 | 5 | 10 | Foreign Miscella- | | | |
| Ironmongers' Goods - - - - - | 22,777 | 18 | 3 | neous - - - - - | 54,601 | 6 - | |
| Iron Nails - - - - - | 2,689 | 8 | 8 | English Ash and | | | |
| Iron, Remanufactured from Old Iron - | 6,329 | 5 | - | Beech - - - - - | 329 | - - | |
| Lead and Solder - - - - - | 876 | 19 | - | English Elm - - - | 12,748 | 12 - | |
| Masts, Yards, Spars, &c. : | | | | English Oak - - - | 61,810 | 11 - | |
| Baltic and Norway - £.7,894 | 3 11 | | | | | 362,052 | 18 3 |
| Canada - - - - - | 5,120 | 6 | - | | | | |
| New Zealand - - - - - | 622 | 10 | - | | | | |
| | 13,636 | 19 | 11 | | | | |
| Carried forward - - - | £. | 367,816 | 5 8 | | £. | 910,131 | 2 4 |

NAVY, ARMY, &c.

1849-50.

DETAILED ACCOUNTS of RECEIPT and
EXPENDITURE for NAVY, ARMY, COMMISSARIAT, and ORDNANCE SERVICES, for the
Year, to the 31st day of March 1850.

(*Mr. Cornwall Lewis.*)

Ordered, by The House of Commons, to be Printed,
25 July 1851.

[*Price 10d.*]

587.

Under 12 oz.

COMMISSARIAT CHEST ACCOUNT:

1849-50.

AN ACCOUNT showing all the SUMS which have been Received into the COMMISSARIAT CHEST, and which have been Paid out of the same, between the 1st April 1849 and the 31st March 1850, and of the ASSETS and LIABILITIES of the CHEST on the latter Day.

(Presented by Her Majesty's Command.)

*Ordered, by The House of Commons, to be Printed,
11 March 1851.*

NAVAL RECEIPT AND EXPENDITURE.

1849-50.

COPY of an ACCOUNT of the NAVAL RECEIPT and EXPENDITURE, for
the Year ended the 31st March 1850.

(Prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.)

Ordered, by The House of Commons, to be Printed,
11 February 1851.

COPY of an ACCOUNT of the NAVAL RECEIPT and EXPENDITURE for the Year

| To AMOUNT GRANTED FOR NAVAL SERVICES FOR THE YEAR 1849-50, per Act 12 & 13 Vict. c. 98, under the following Votes; viz.— | | | | | | | £. | s. | d. | £. | s. | d. |
|---|--|--|--|--|--|--|-----------|----|----|-----------|----|----|
| Vote No. 1. Wages to Seamen and Marines - - - - - | | | | | | | 1,355,420 | — | — | | | |
| 2. Victuals for - ditto - - - - - | | | | | | | 538,642 | — | — | | | |
| 3. Admiralty Office - - - - - | | | | | | | 138,214 | — | — | | | |
| 4. General Register and Record Office of Seamen - - - - - | | | | | | | 9,772 | — | — | | | |
| 5. Scientific Branch - - - - - | | | | | | | 52,847 | — | — | | | |
| 6. Her Majesty's Establishments at Home - - - - - | | | | | | | 187,287 | — | — | | | |
| 7. Her Majesty's Establishments Abroad - - - - - | | | | | | | 24,873 | — | — | | | |
| 8. Wages to Artificers, &c. employed in Her Majesty's Establishments at Home - - - - - | | | | | | | 764,763 | — | — | | | |
| 9. Wages to Artificers, &c. employed in Her Majesty's Establishments Abroad - - - - - | | | | | | | 40,744 | — | — | | | |
| 10. Naval Stores, &c. for the Building, &c. of Ships, &c. - - - - - | | | | | | | 1,168,869 | — | — | | | |
| 11. New Works, &c. in the Yards, &c. - - - - - | | | | | | | 391,934 | — | — | | | |
| 12. Medicines and Medical Stores - - - - - | | | | | | | 27,605 | — | — | | | |
| 13. Miscellaneous Services - - - - - | | | | | | | 68,400 | — | — | | | |
| 14. Half-Pay to Officers of the Navy and Royal Marines - - - - - | | | | | | | 732,252 | — | — | | | |
| 15. Military Pensions and Allowances - - - - - | | | | | | | 500,561 | — | — | | | |
| 16. Civil Pensions and Allowances - - - - - | | | | | | | 161,357 | — | — | | | |
| 17. Army and Ordnance Departments (Conveyance of Troops) - - - - - | | | | | | | 147,200 | — | — | | | |
| | | | | | | | 6,260,740 | — | — | | | |
| Post Office Department (Packet Service) - - - - - | | | | | | | 748,296 | — | — | | | |
| | | | | | | | 7,009,086 | — | — | | | |
| To Amount granted on the Supplementary Estimate for the Year 1849-50, to provide for the Expense of the Equipment of H. M. Ship "North Star," for the purpose of taking out a supply of Provisions, &c. for the Crews of H. M. Ships "Investigator" and "Enterprize," employed on an Expedition to the Arctic Regions, per Act 12 & 13 Vict. c. 98 (Vote No. 5) - - - - - | | | | | | | 12,688 | — | — | | | |
| | | | | | | | | | | 7,021,724 | — | — |
| | | | | | | | £. | | | 7,021,724 | — | — |

Admiralty, }
29 November 1850. }

WE, the Commissioners for Auditing the Public Accounts, do hereby certify, that this Account transmitted to us that the Objections which have arisen thereto are detailed in the accompanying Report to the Lords Commissioners of of the Receipt and Expenditure for Navy Services for the year ended 31st March 1850, as compared with the

(Examined)

E. A. Hoffay, Inspector
in charge of Naval and Military Accounts.

ended the 31st March 1850 ; prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.

The Excess of 211,159*l.* 3*s.* 7*d.* shown on the Account of Naval Receipt and Expenditure for the Financial Year ended the 31st March 1849, has been voted by Parliament, as per printed Paper, 4th March 1850, No. 120, agreeably with the Authority of the Lords of the Treasury, as signified by Sir C. E. Trevelyan's Letter, received the 4th March 1850.

| Votes. | | EXPENDITURE, 1849-50. | GRANTS, (including Supplementary Estimate). | | | |
|-------------------------------|---|--------------------------|---|--|--|--|
| No. | | £. s. d. | £. s. d. | | | |
| NAVY EFFECTIVE SERVICES: | | | | | | |
| 1 | BY Wages to Seamen and Marines - - - - | 1,284,216 10 11 | 1,355,420 - - | | | |
| 2 | „ Victuals for - ditto - - - - | 467,052 3 5 | 538,642 - - | | | |
| 3 | „ Admiralty Office - - - - | 139,983 13 11 | 138,214 - - | | | |
| 4 | „ General Register and Record Office of Seamen - | 9,198 19 9 | 9,772 - - | | | |
| 5 | „ Scientific Branch - - - - | 124,769 8 2 | { 52,847 - - * 12,688 - - | | | |
| 6 | „ Her Majesty's Establishments at Home - - - | 135,443 4 11 | 137,287 - - | | | |
| 7 | „ Her Majesty's Establishments Abroad - - - | 24,318 1 1 | 24,873 - - | | | |
| 8 | „ Wages to Artificers, &c. employed in Her Majesty's Establishments at Home - - - - | 694,356 - 6 | 764,763 - - | | | |
| 9 | „ Wages to Artificers, &c. employed in Her Majesty's Establishments Abroad - - - - | 40,097 3 5 | 40,744 - - | Vide explanations of the causes of excess on the other side. | | |
| 10 | „ Naval Stores, &c. for the Building and Repair of Ships, &c. - - - - | 904,085 13 4 | 1,168,869 - - | | | |
| 11 | „ New Works, Improvements, and Repairs in the Yards, &c. - - - - | 406,627 17 5 | 391,934 - - | | | |
| 12 | „ Medicines and Medical Stores - - - - | 25,260 17 3 | 27,605 - - | | | |
| 13 | „ Miscellaneous Services - - - - | 82,412 7 - | 68,400 - - | | | |
| NAVY NON-EFFECTIVE SERVICES: | | | | | | |
| 14 | By Half Pay to Officers of the Navy and Royal Marines - - - - | 741,114 6 11 | 732,252 - - | | | |
| 15 | „ Military Pensions and Allowances - - - - | 479,184 8 4 | 500,561 - - | | | |
| 16 | „ Civil Pensions and Allowances - - - - | 155,711 17 7 | 161,357 - - | | | |
| SERVICE OF OTHER DEPARTMENTS: | | | | | | |
| 17 | By Army and Ordnance Departments (Conveyance of Troops) - - - - | 133,650 5 9 | 147,200 - - | | | |
| | „ Post Office Department (Packet Service) - - - | 761,569 16 9 | 748,296 - - | | | |
| | | 6,609,052 16 5 | 7,009,036 - - * 12,688 - - Supplementary Estimate. — | | | |
| | By Balance of Votes unappropriated - - - - | 412,671 3 7 | | | | |
| | £. | 7,021,724 - - | 7,021,724 - - | | | |

Vide explanations of the causes of excess on the other side.

(signed) *J. T. Briggs,*
Accountant-General of the Navy.

in pursuance of the 2d section of the Act 9 & 10 Vict. c. 92, has been examined by Officers under our direction; Her Majesty's Treasury; and that, subject to the observations therein contained, the above is a correct Statement Account Books and Vouchers, or other documents from which the books are prepared.

Dated at the Audit Office, this 30th day of January 1851.

W. L. Herries.
Henry Arbuthnot.
Edward Romilly.
A. Grant.

EXPLANATIONS of the Causes of Excess.

Vote No. 3. Admiralty Office - - - - - £. 1,769. 18. 11.

The excess under this head arises, not on the establishment, but the greater part from increased expenditure for postage, and from law charges generally.

Vote No. 5. Scientific Branch - - - - - £. 59,234. 8. 2.

This excess is occasioned by the expenditure incurred in sending out the Arctic Expeditions in search of Sir John Franklin, but chiefly in connexion with those dispatched under Captain Austin, R. N., and Captain Penny, of the merchant service, for which no specific Parliamentary grant was taken; but the Treasury sanctioned the appropriation of a sum out of the surplus which it appeared there would be on the naval grants generally, to meet the cost of those expeditions; and a supplementary Vote was granted by Parliament for the further expense of those expeditions in 1850-51: also from the settlement of the Hudson Bay's Company's claim for supplies to the overland expedition under Sir John Richardson, and from gratuities awarded to the crews of merchant vessels for their exertions in behalf of Sir John Franklin.

Vote No. 11. New Works, &c. - - - - - £. 14,693. 17. 5.

This excess arises in part from works which had been carried on in the preceding year (1848-49), but which had not arrived at a sufficient state of forwardness to admit of the vouchers being granted and payment made before the accounts for that year were closed on the 31st March; in part from greater progress being made in a variety of works than had been expected, or could be anticipated, when the Estimates were framed, lessened by the progress on other works not having been carried on so expeditiously as had been reckoned upon; and, finally, from there having been prepared and delivered into Portsmouth Dockyard a quantity of materials intended for works contemplated, but not used, in consequence of those works being postponed. The accounts were not settled at the time the Estimates were framed, and the sums paid for these materials were not included in the Estimate.

Vote No. 13. Miscellaneous Services - - - - - £. 14,012. 7. 0.

This excess has arisen from payments of head money to the officers and crews of Her Majesty's ships for the capture of Bornean and Chinese pirates, under Act 6 Geo. 4, c. 49; and from the settlement of arrear claims of the Electric Telegraph Company, for the transmission of messages to Portsmouth, on the abolition of the line of semaphore communication.

Vote No. 14. Half Pay - - - - - £. 8,862. 6. 11.

This Vote has been found inadequate to meet the increased number of claims for half-pay, owing to the large reduction of the fleet.

Post Office Department (Packet Service) - - - - - £. 13,273. 16. 9.

The excess under this Vote arises from an increased expenditure beyond the provision made for the repairs of, and supplies of coals to, the packets on the Holyhead station; the Estimate having been framed to meet the requirements of four packets carrying one mail per day, whereas, from June 1849, two mails were carried per diem, and three additional vessels consequently employed: also from the consumption of coals in steam-vessels, carrying the mail in the Mediterranean, exceeding the Estimate.

N.B.—The application of so much of the surplus, under Votes Nos. 1, 2, 4, 6, 7, 8, 9, 10, 12, 15, 16, and 17, as is required to cover the deficiencies on the grants for the services above mentioned, has been sanctioned with reference to the provisions of the 27th clause of the Act 12 & 13 Vict. c. 98.

(signed) J. T. Briggs,
Accountant-general of the Navy.

M E M O R A N D U M.

THE Old Store and Extra Receipt Moneys for the Year 1849-50, amounting to 168,914 *l.* 12 *s.* 7 *d.* (as brought to account under the following Detailed Heads) have been paid over to the Exchequer, in conformity with the Treasury Minute of 2 May 1848, instead of being appropriated as heretofore on the Navy Estimates.

| Heads of Old Store and Extra Receipt Moneys. | Amount of Old Store Moneys. | | | Amount of Extra Receipts. | | | T O T A L. | Vote of the Navy Estimates under which formerly Appropriated. |
|---|-----------------------------------|----|----------------|---------------------------------|----|----|--------------|--|
| | £. | s. | d. | £. | s. | d. | £. s. d. | |
| Old Slops, Marine Stores, &c. (Sales) - - - - | 5,907 | 3 | 2 | - | - | - | 83,840 17 11 | No. 1. |
| Passages in Her Majesty's Steam Vessels - - - | - | - | - | 3,385 | 6 | 10 | | |
| Passages in Her Majesty's Mail Steam Packets - - | - | - | - | 15,749 | 5 | 7 | | |
| Repayments for Slops, &c. (Supplies) - - - - | - | - | - | 6,635 | 2 | 4 | | |
| Discharges of Marines - - - - - | - | - | - | 2,164 | - | - | | |
| £. | 5,907 | 3 | 2 | 27,933 | 14 | 9 | | |
| Old Stores, Victualling (Sales) - - - - - | 11,058 | 4 | 7 | - | - | - | 12,249 19 - | No. 2. |
| Repayments, Victualling (Supplies of Provisions and Stores) - - - - - | - | - | - | * 1,191 | 14 | 5 | | |
| Fees for References in Registry Office of Seamen - - | - | - | - | 88 | 2 | 1 | 88 2 1 | No. 4. |
| Sale of Charts and Nautical Almanacks - - - - | - | - | - | 3,354 | 2 | 2 | 3,791 3 7 | No. 5. |
| Fees for Local Inquiries under Preliminary Inquiries Act | - | - | - | 15 | 15 | - | | |
| Instruction of Marine Cadets - - - - - | - | - | - | 421 | 6 | 5 | | |
| Barrack Rents (Rents of Canteens and Shops) - - | - | - | - | 2,964 | 8 | 8 | 2,964 8 8 | No. 6. |
| Old Stores, Naval (Sales) - - - - - | 42,881 | 10 | - | - | - | - | 69,330 8 7 | No. 10. |
| Proceeds of the Sale of Old Ships - - - - - | 1,309 | 7 | 11 | - | - | - | | |
| Per-centage on Cabin and Superintendent's Furniture, for its use - - - - - | - | - | - | 741 | 12 | 6 | | |
| Repayments, Naval (Supplies of Stores) - - - - | - | - | - | 24,397 | 18 | 2 | | |
| £. | 44,190 | 17 | 11 | 25,139 | 10 | 8 | | |
| Old Stores, Medical (Sales) - - - - - | 58 | 4 | - | - | - | - | 1,976 10 2 | No. 12. |
| Repayments, Medical (Supplies of Stores) - - - - | - | - | - | 1,918 | 6 | 2 | | |
| Penalties, Fines, &c. - - - - - | - | - | - | 16 | - | - | 17,337 16 10 | No. 13. |
| Sale of Naval Property - - - - - | - | - | - | 4,977 | 12 | 5 | | |
| Rents of Naval Premises - - - - - | - | - | - | 2,993 | 13 | 7 | | |
| Per-centage on Port Admiral's Furniture, for its use - | - | - | - | 325 | 16 | 3 | | |
| Miscellaneous Receipts (including Head Money for the Conveyance of Emigrants to the West Indies, 8,560 <i>l.</i>) | - | - | - | 9,024 | 14 | 7 | | |
| Superannuation Fund (Contributions to) - - - - | - | - | - | 3,992 | 5 | 8 | 3,992 5 8 | No. 16. |
| Old Stores, Army Service (Sales of Transport Stores) - | 141 | 6 | 7 | - | - | - | 23,343 - 1 | No. 17. |
| Repayments, Army Service (Victualling Troops on board Her Majesty's Ships, &c.) - - - - - | - | - | - | 23,201 | 13 | 6 | | |
| Repayments, Convict Service (Receipts under this Head not now brought to Account by the Naval Department, the Vote for Convict Service having been transferred to the Estimates for Civil Services) - - - - - | - | - | - | - | - | - | - - - | No. 18. |
| Old Store Moneys - - - - - | - | - | £. 61,355 16 3 | } £. | | | 168,914 12 7 | |
| Extra Receipts - - - - - | - | - | 107,558 16 4 | | | | | |

(Examined.)
E. A. Hoffay.

(signed) J. T. Briggs,
Accountant-General of the Navy.

* Arrears of 1848-49. The extra receipts for Provisions and Stores supplied to other departments of Government, &c., brought to account from 1 April 1849, are carried to the credit of the Vote No. 2, instead of being paid into the Exchequer, no Vote having been taken on the Navy Estimates for 1849-50 for issues of provisions for other departments of Government, &c.

(signed) J. T. B.

REPORT of the Commissioners of Audit on the foregoing Account.

(No. 56.)

My Lords,

Audit Office, 30 January 1851.

WE have the honour to lay before your Lordships the accompanying copy of an Account of Naval Receipt and Expenditure for the year ended 31 March 1850, transmitted to us by the Lords Commissioners of the Admiralty, in pursuance of the 2d section of the Act 9 and 10 Vict. c. 92, and examined by officers under our direction.

This account exhibits a total expenditure of 6,609,052 *l.* 16 *s.* 5 *d.*, out of 7,021,724 *l.* granted by Parliament for Naval Services in the year 1849-50, leaving a net surplus on the aggregate of the grants of 412,671 *l.* 3 *s.* 7 *d.* which we apprehend to be available as "Ways and Means."

The heads of service under which the expenditure has fallen short of the sums voted, and those under which it has exceeded them, as shown by the Account, are as follows:

| | EXPENDED. | |
|--|------------------|------------------|
| | Less than Voted. | More than Voted. |
| | £. s. d. | £. s. d. |
| 1. Wages - - - - - | 71,203 9 1 | — |
| 2. Victualling - - - - - | 71,589 16 7 | — |
| 3. Admiralty Office - - - - - | — | 1,769 13 11 |
| 4. Register of Seamen - - - - - | 573 — 3 | — |
| 5. Scientific Branch - - - - - | — | 59,234 8 2 |
| 6. Establishments at Home - - - - - | 1,843 15 1 | — |
| 7. Ditto - - - Abroad - - - - - | 554 18 11 | — |
| 8. Wages at Home - - - - - | 70,406 19 6 | — |
| 9. Ditto Abroad - - - - - | 646 16 7 | — |
| 10. Naval Stores - - - - - | 264,783 6 8 | — |
| 11. Works and Repairs - - - - - | — | 14,693 17 5 |
| 12. Medicines, &c. - - - - - | 2,344 2 9 | — |
| 13. Miscellaneous Services - - - - - | — | 14,012 7 — |
| 14. Half-Pay - - - - - | — | 8,862 6 11 |
| 15. Military Pensions - - - - - | 21,376 11 8 | — |
| 16. Civil Pensions - - - - - | 5,645 2 5 | — |
| 17. Army and Ordnance - - - - - | 13,549 14 3 | — |
| — Post Office Packet Service - - - - - | — | 13,273 16 9 |
| | 524,517 13 9 | 111,846 10 2 |

Net Surplus - - - £. 412,671 3 *s.* 7 *d.*

The application of a portion of the gross surplus of 524,517 *l.* 13 *s.* 9 *d.* to cover the deficiencies on Votes 3, 5, 11, 13, 14, and the Post-Office vote, amounting together to 111,846 *l.* 10 *s.* 2 *d.* (the causes of which are explained on the Account), has been authorized in accordance with the provisions of the Appropriation Act, namely, by your Lordships' Warrant of 29 November 1850, signifying Her Majesty's pleasure to that effect; but we are unable to certify the accuracy of the surpluses under Votes No. 1 (Wages) and No. 2. (Victualling), or of the excess on the vote for the Packet Service, the amount set down as expenditure under those heads being, as explained in a subsequent part of this Report, a mixture of expenditure and estimate.

The objections to which allusion is made in our certificate of examination as having arisen on this account, relate to the manner in which the value of a quantity of gravel delivered to Messrs. Baker & Son, the contractors for the building slips at Chatham, had been accounted for, and to the mode adopted in charging the wages and victualling of the crews of Her Majesty's vessels employed on the packet service, to the separate grant for the Post Office department.

In reference to the first point, viz. the mode of accounting for the value of the gravel issued to Messrs. Baker & Son, and deducted from their final account, an observation was addressed to the Lords of the Admiralty on the 5th of April last (a copy of which will be found annexed), drawing their Lordships' attention to a sum of 1,423 *l.* 12 *s.* 5 *d.* placed to the credit of "Clearing the Harbour (at Chatham) of Mud" (Vote No. 11), as the value of the gravel in question, and stating that as the expense of procuring this gravel (part of the deposit cleared from the river) had been fully covered by the provision annually made under Vote No. 11, for "Clearing the Harbour of Mud," it appeared to us that the amount received

received for the gravel should be viewed in the light of an incidental receipt, and paid over to the Exchequer accordingly.

In this view the Lords of the Admiralty did not, however, concur, but expressed their opinion that the gravel in question might fairly be considered in the same light as a deduction made from the same invoice in respect of timber, and that it would scarcely be thought necessary to press the objection. But the circumstances under which the deductions for the gravel and timber were made, appearing to us to have been different, a further communication was addressed to the Admiralty on the subject, explaining why we considered that a distinction should be made between the two cases.

On the 23d July 1850, we received a letter from Sir C. Trevelyan, transmitting to us a copy of one from the Admiralty to your Lordships' secretary, Mr. Lewis, on the subject under discussion, as also a copy of a Treasury Minute of the 16th of the same month, in which your Lordships expressed your concurrence in the view we had taken of this matter.

Finding, however, on the receipt of the Naval Account for 1849-50, that although the credit of 1,423 l. 12 s. 5 d., the value of the gravel in question, had been transferred from "Clearing the Harbour of Mud," to "Reforming Building Slips," (within the same Vote,) it had not been carried to the account of "Extra Receipt Moneys," we informed the Lords of the Admiralty, that being still of opinion that the sum in question should be paid into the Exchequer as an "extra receipt," instead of being applied in reduction of expenditure under the Vote No 11, for new works and improvements, the manner in which the value of this gravel had been accounted for would necessarily form the subject of remark in the certificate of examination which by the Act of the 9 & 10 Vict. c. 92, we are required to append to the Naval Account.

As regards the second point, viz. the mode adopted in charging the Wages and Victualling of the crews of Her Majesty's vessels employed as packets to the separate grant made by Parliament for the Post-office department, your Lordships will perceive, from the accompanying copy of a letter addressed to the Secretary of the Admiralty on the 23d December last, that we considered the course adopted by the Board of Admiralty, of charging to the separate grant for the Packet Service, and of carrying to the credit of the Votes for Wages and Victualling (Nos. 1 & 2), not the sums actually expended for the wages and victuals of the crews of the vessels employed as packets, but merely the proportions of the general Vote for the Post-office department estimated for those two heads of expense, objectionable, as being at variance with the requirements of the Act 9 & 10 Vict. c. 92.

The reasons which induced the Lords of the Admiralty to pursue the course of proceeding adverted to, are fully detailed in a communication made to us by their Lordships' Secretary on the 25th instant, a copy of which is annexed.

These reasons do not, however, in any manner remove the objection we entertain to this mode of exhibiting the application of the Parliamentary grant for the Post-office Packet Service, viz. the assuming of the sums inserted in the Estimates laid before Parliament as the amounts *required* for packet wages and victualling, to have been the actual amounts *expended* under those two heads.

We would further beg leave to draw your Lordships' attention to the circumstance that this mode of dealing with the packet expenditure, precludes, as observed in the early part of this Report, our certifying the correctness of either the surpluses under Votes Nos. 1 and 2, or of the excess on the Vote for the Post-office department; and in this particular instance, of the correctness of the total deficiency provided for by your Lordships' warrant.

We have, &c.

To the Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

(signed) *W. L. Herries.*
Henry Arbuthnot
Edward Romilly.
A. Grant.

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APPENDIX.

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| (A.) Copy of an Observation, dated 5th April 1850, on the mode of accounting for the value of Gravel delivered to a Contractor - - - - - | 8 |
| (B.) Letter from the Secretary of the Admiralty, in answer, dated 24th April 1850 - - - - - | 8 |
| (C.) Further communication from the Commissioners of Audit on the same subject, dated 13th June 1850 - - - - - | 8 |
| (D.) Letter from Sir Charles Trevelyan, with copy of a Treasury Minute of the 16th July 1850 - - - - - | 9 |
| (E.) Further Letter to the Secretary of the Admiralty, in conclusion, dated 21st December 1850 - - - - - | 10 |
| (F.) Letter to the Secretary of the Admiralty, on the mode adopted in charging the Wages and Victualling of Packets to the Grant for the Post-office department, dated 23d December 1850 - - - - - | 10 |
| (G.) Letter from the Secretary of the Admiralty, in answer, dated 25th January 1851 - - - - - | 11 |

(A.)

Audit Office, 5 April 1850.

| | | | | | | | | |
|--|--|--|----------------------|---------|-------|---------|----|----|
| Miscellaneous Voucher, 21 June 1849, No. 941. | | | | | | £. | s. | d. |
| Geo. Baker & Son : | | | Gross Claim - - - - | | | 115,928 | 10 | 5 |
| | | | Payments on Account; | | | | | |
| | | | | | | £. | s. | d. |
| Balance of their account for the | | | Cash - - - | 112,842 | - | - | - | - |
| building slips at Chatham - | | | Timber - - - | 856 | 8 | 3 | | |
| | | | Gravel from Tri- | } | 48 | 11 | 3 | |
| | | | nity ballast | | | | | |
| | | | engine - - - | } | 1,423 | 12 | 5 | |
| | | | Gravel from Go- | | | | | |
| | | | vernment bal- | | | | | |
| | | | last engine | } | | | | |
| | | | and barges - | | | | | |
| | | | BALANCE - - £. | | | 115,170 | 11 | 11 |
| | | | | | | 757 | 18 | 6 |

It would appear that in November 1849 (*see* Miscellaneous Voucher, No. 2,579), it was found that the value of the gravel supplied to Messrs. Baker & Son from the Government ballast engine and barges, for making concrete, although deducted from their final account, had not been charged to the work in respect of which it had been supplied. The proper debit was accordingly raised in November 1849, but a corresponding credit was given to "Clearing the Harbour of Mud." It is to this credit the Commissioners of Audit are desirous of drawing the attention of the Lords of the Admiralty.

The gravel in question appears to have been raised by Messrs. Kitt & Elwell, under their contract for clearing the harbour of mud, for which provision has been annually made by Parliament.

It therefore appears to the Commissioners that the expense of procuring the gravel having been fully covered by the provision annually made under Vote No. 11, the amount received for this gravel from Messrs. Baker & Son should be viewed in the light of an incidental receipt, and paid over to the Exchequer accordingly.

(B.)

Gentlemen,

Admiralty, 24 April 1850

WITH reference to your letter of the 6th instant, No. 410, enclosing certain observations respecting the mode of charging in the Account of the Naval Expenditure for the year ended the 31st March 1850, the value of the gravel supplied to Messrs. Baker & Son from the Government ballast engine and barges, for making concrete for the building slips at Chatham Yard, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that it is not easy in all cases to draw the line very distinctly with respect to what may be considered materials given to parties, and what ought to be carried as credit to the Exchequer. In the present case a certain quantity of gravel and timber was handed over to the contractors for constructing the slips, and in making payment to them for the work, a deduction was made for these materials.

It does not appear that you consider that the deduction on account of the timber should be carried to the credit of the Exchequer, though you entertain a different opinion with regard to the gravel.

This gravel would not have been sold, if it had not been handed over to the contractor, but would have been thrown on the Marsh, together with the other deposit raised by the dredging machine.

It appears that the arrangement was of some standing, and had been made previous to the present regulations for carrying credits in aid to the Exchequer, and that the principal part, if not all the gravel, had been used by the contractors previous to the year 1849.

Under these circumstances, their Lordships are of opinion that the gravel might fairly be considered in the same light as the timber, and that you will scarcely think it necessary to press the objection.

The Commissioners of Audit,
Somerset House.

I have, &c.
(signed) J. Parker.

(C.)

Sir,

Audit Office, 13 June 1850.

I AM directed by the Commissioners for Auditing the Public Accounts to acknowledge the receipt of your letter of the 24th April last, in reply to their observation of the 5th of the same month, relative to the mode of bringing to account the value of gravel supplied to Messrs.

Messrs. Baker & Son from the Government ballast engine and barges, for making concrete for the building slips at Chatham; and I am to state that although the Commissioners are ready to admit the justness of the observation contained in your communication, that it is not easy in all cases to draw the line very distinctly with respect to what ought to be carried as a credit to the Exchequer; nevertheless, as regards the case here in question, the Commissioners, after full consideration of the matter, remain of opinion that the circumstances under which these deductions were made from the contractors' invoice, for the gravel and timber, were different.

The gravel in respect of which 1,423 *l.* 12 *s.* 5 *d.* was deducted, being part of the deposit cleared from the river, for the raising of which Parliament had fully provided, appears to the Commissioners to come strictly within the meaning of an incidental or extra receipt, and that it is not a sum which could properly be carried to the credit of a Vote; nor do the circumstances to which you advert in your letter alter the opinion formed by the Commissioners, since the gravel, which belonged to the Crown, was not thrown away, but was in reality sold, and produced 1,423 *l.* 12 *s.* 5 *d.*, and that amount was received during the period of the account 1849-50, at a time when the regulations for conveying credits to the Exchequer were in force.

The timber, on the other hand, was supplied by the contractors themselves, and used by them in the construction of the coffer dam connected with the work they had in hand, and to which it was charged, being included in the contractors' invoice, and it was taken back by the contractors at a reduced price in accordance with the terms of their contract, and it therefore appears to the Commissioners that the difference between the sum charged by the contractors for the timber in the first instance, and that at which it was afterwards taken back by them, can be considered in no other light than as the amount paid for the use of the timber during the progress of the work.

It is upon these grounds that the Commissioners consider that a difference should be made between the two cases.

John Parker, Esq., M. P.,
&c. &c. &c.

I have, &c.
(signed) *R. M. Bromley*,
Secretary.

(D.)

Gentlemen,

Treasury Chambers, 23 July 1850.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit, for your information, the enclosed copy of a letter from the Board of Admiralty, dated the 9th instant, relative to the mode of bringing to account the value of certain gravel supplied from the ballast engine at Chatham, together with copy of their Lordships' minute thereon, dated the 16th instant.

The Commissioners of Audit.

I am, &c.
(signed) *C. E. Trevelyan*.

Enclosures referred to in the foregoing Letter.

Sir,

Admiralty, 9 July 1850.

I AM commanded by the Lords Commissioners of the Admiralty to transmit to you, for the information of the Lords Commissioners of the Treasury, copies of a correspondence which has passed between this department and the Commissioners of Audit, relative to the mode of charging in the Account of the Naval Expenditure for the year ended 31st March last, the value of some gravel supplied to Messrs. Baker & Son (contractors for the execution of certain works at Chatham) from the government ballast engine, for making concrete for the building slips in Chatham Yard. And I am to acquaint you that in deducting the value of the gravel from the payments made to the contractors, my Lords considered that they were adopting the proper course, and they presumed, under the explanation given in their letter of 24th April last, that the Commissioners of Audit would have been satisfied not to press their objection.

As, however, the Audit Board have considered it their duty to continue to object, and as the line to be drawn in these cases seems extremely difficult, my Lords will be obliged if the Lords of the Treasury will lay down distinctly the line to be pursued in all cases of a similar nature, which the Admiralty may, as far as possible, follow for the future.

Geo. C. Lewis, Esq., M. P.,
&c. &c. &c.

I am, &c.
(signed) *W. A. B. Hamilton*.

COPY of Treasury Minute, dated 16 July 1850.

WRITE to the Secretary to the Admiralty that my Lords do not understand the Commissioners of Audit to object to the deduction from the payments made to the contractors for the works at Chatham on account of the value of the gravel supplied to them, but to the corresponding credit which was given to the Vote for clearing the harbour of Chatham

of mud; and it is held by the Commissioners of Audit that as the gravel, for the raising of which Parliament had fully provided, was in reality sold, and produced 1,423 *l.* 12 *s.* 5 *d.*, it comes within the meaning of an incidental or extra receipt, and that the sum debited to the contractor should have been credited to the Exchequer, and not to the Vote for clearing the harbour of mud. As the expense of the last-mentioned service had been covered by the provision annually made for it under Vote No. 11, the effect of crediting that vote with the value of the gravel, was to place at the disposal of the department under that head, a larger sum than had been sanctioned by Parliament.

My Lords are of opinion that this view of the subject is correct, and that the sums debited to contractors under such circumstances should be credited to the Exchequer, and not to the particular votes.

My Lords entirely concur with the Lords of the Admiralty and the Commissioners of Audit that it is not easy to draw the line very distinctly in all cases of this kind, and the difficulty would be increased if it were attempted to lay down precise rules beforehand. Their Lordships will, however, be at all times ready to give their best attention to such cases as may be referred for their decision, and they are inclined to think that more satisfactory rules of practice will be arrived at in this way than by attempting a precise definition of all the cases that may possibly occur.

(E.)

Sir,

Audit Office, 21 December 1850.

WITH reference to the correspondence which has passed between the Lords of the Admiralty and this Board, relative to a credit in November 1849, to the Vote for Works (Clearing the Harbour of Chatham of Mud) of 1,423 *l.* 12 *s.* 5 *d.*, the value of gravel delivered to Messrs. Baker & Son, the contractors for the building slips at that yard, and to the transfer which has since been made of the amount in question from the credit of "Clearing the Harbour of Mud" to that of "Reforming Building Slips" (within the same Vote), in order, as their Lordships state, that the account may stand as it was originally posted; I am directed by the Commissioners for Auditing the Public Accounts to acquaint you, for the information of the Lords of the Admiralty, that the Commissioners being still of opinion that the value of the gravel in question should have been paid into the Exchequer as an "Extra Receipt," instead of being applied in reduction of expenditure, under the Vote No. 11, for New Works and Improvements, the manner in which the value of this gravel has been accounted for, will necessarily form the subject of remark in the certificate of examination which by the Act of the 9 & 10 Vict. c. 92, the Commissioners of Audit are required to append to the Naval Account.

John Parker, Esq. M. P., &c. &c. &c.
Admiralty.

I have, &c.
(signed) R. M. Bromley,
Secretary.

(F.)

Sir,

Audit Office, 23 December 1850.

WITH reference to the Naval Account of Receipt and Expenditure for the year ended the 31st March 1850, received with your letter of the 30th ultimo, I am directed by the Commissioners for Auditing the Public Accounts, to request that you will draw the attention of the Lords of the Admiralty to the mode adopted in charging the wages and victualling of the crews of Her Majesty's vessels employed on the Post-Office Packet Service, to the separate and distinct grant made by Parliament for that service.

It appears from a document described as a statement of "Expenses incurred" for the Post-Office Department between 1st April 1849 and 31st March 1850, amounting to 109,576 *l.* 10 *s.* 6 *d.* which accompanied an order of their Lordships, dated the 31st October 1850, for the transfer of the above sum from the several heads of Naval Service (to which the expenditure for the Queen's packets had been temporarily charged) to the separate grant for the Post-Office Department, that the amounts included in the statement referred to, in respect of wages and victualling, viz., 42,752 *l.* for wages, and 10,537 *l.* for victualling, are not the sums actually expended for these services, but merely, as described in the statement, the "Amount of Vote taken in the separate Estimate for the Packet Service," i.e. the proportions of the General Vote for the Packet Service, *estimated* for those two heads of expense.

The circumstance of charging an estimated amount instead of actual expenditure against the Vote for the Packet Service, is objectionable, as being at variance with the requirements of the 9 & 10 Vict. c. 92. It also follows that the corresponding estimated credits to Votes Nos. 1 and 2, "Wages" and "Victualling," are equally objectionable, since they are not the ascertained proportions of the expenditure for those services, but are made up of expenditure and estimate.

The Commissioners also refer to the note appended to the General Account, which attributes the excess on the Packet Service, in part, to the increased expenditure beyond the

the provision made for the repairs of, and supplies of coals to, the packets on the Holyhead Station, owing, as it is stated, to the addition of three packets on that station beyond the number of four, for which the Estimate was framed. Hence it would appear to them to follow as a necessary consequence of this unexpected increase of vessels, that the provision made for wages and victualling would also be exceeded.

John Parker, Esq., M. P.,
&c. &c. &c.

I have, &c.
(signed) R. M. Bromley, Secretary.

(G.)

Gentlemen,

Admiralty, 25 January 1851.

WITH reference to Mr. Bromley's letter of the 23d ultimo, relative to the mode adopted in charging the wages and victualling of the crews of Her Majesty's vessels employed on the Post-Office Packet Service, to the separate and distinct grant made by Parliament for that service, in the Naval Account of the Receipt and Expenditure for the year ended the 31st March 1850, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that the mode of keeping and rendering the expenditure of seamen's wages in this department is not framed so as to ascertain the amount of wages for each ship separately, and that therefore in furnishing all accounts called for by Parliament, it has been the general practice to give an approximate estimate of the expense of wages. The same system has always been adopted in framing the expense of claims upon the various departments of Government, in which the wages of officers and seamen in the Navy are involved; as likewise in raising claims upon private individuals; and also in claims which are to be substantiated in courts of law.

The difficulties, therefore, which have invariably occasioned the necessity of resorting to this mode of ascertaining the nearest approximation to, if not the actual payment of wages, induced their Lordships to sanction a similar practice in framing the cost of the wages of the crews of the packets employed in the conveyance of mails, so as to transfer from the general expense of wages of the Navy to the account of the cost of the packets such a portion thereof as could with fairness, and with the nearest approach to accuracy, be considered as applicable to the Post-Office Service.

If this course of proceeding be not regarded as a rigid compliance with the words of the Appropriation Act, yet their Lordships considered that it was perfectly fulfilling the spirit of it; in like manner as the transfers by what are termed "Declarations," that is, the value of stores declared by one department to have been issued for a particular service within the year to another department, though not paid for within the year, such stores being taken out of the stock in hand, and valued, or estimated according to the average of the prices paid for such articles. These cases are of constant occurrence, and have always been considered as fulfilling the spirit of the Appropriation Act.

To depart from the usual practice in the case of the packets would involve an entire change of system, without which it was considered impracticable to give the actual expense of the wages of their crews; and therefore their Lordships sanctioned, by their order of the 31st October last, the transfer of the estimated amount thereof; such estimate being, in fact, an accurate account of the number of officers of every rank, with their respective rates of pay, and of the number and amount of wages of the seamen employed in the Queen's packets, as shown in the explanatory statement laid before Parliament with the Estimates for the year, and forming a portion of the gross amount actually expended within the year for Sea Wages.

On one occasion an attempt was made to collect together the actual payments of wages to the crews of three vessels destined in 1841 to proceed up the River Niger, in consequence of the money not being voted in the Navy Estimates, but included in the Miscellaneous Votes of the Treasury, and afterwards transferred to the Admiralty. In this case the means of accomplishing the object in view were much facilitated by the service being an isolated one, so as to avoid the transfer of seamen from those vessels to others, or *vice versa*; the number of officers and crews were but few, and the closing of the account was not restricted to any definite period. Nevertheless, although every foresight was exerted, by making arrangements for separating the payments of the advances, allotments, monthly allowance, remittances, value of slops, &c. &c. &c., from the payments for the ordinary service of the navy, it was necessary to keep open the account of that expenditure for five years before it could be closed; whereas the expense of the Packet Service comes within the restriction applicable to all grants of Parliament under the control of the Naval Department; and no payment not made within the year is permitted to be entered in it; but even under these favourable circumstances it was attended with such an interruption and infringement of the general system, and occasioned so much additional labour and such incessant watchfulness, to the prejudice of the general system, that it was deemed advisable never to make a similar attempt again.

The additional vessels employed on the Packet Service, whose expense of outfit occasioned in part the excess of expenditure beyond the estimate, had, one of them, only two persons on board; and another was a transfer from one station to another, which occasioned no additional expense, and the others were only employed for portions of the year, and their

temporary

temporary employment in the Packet Service having ceased, the transfer, from the head of Sea Wages, of a portion of the expenditure to the expense of the packet service, was inadvertently omitted.

With respect to the victualling of the crews of the packets, it is considered by the Victualling Department that it is impossible to give any but an approximation of the actual expense of the provisions expended on board the packets, as their actual cost cannot be ascertained; for the same will consist of supplies received at different places, which had been procured at various periods from different sources, and at different prices, the particulars of which there are no means of tracing in office, and in adopting the estimate price of provisions for a year, the result must necessarily be merely an estimated, and not the actual expense.

The Commissioners of Audit.

I am, &c.
(signed) *J. Parker.*

NAVAL RECEIPT AND EXPENDITURE.

1849-50.

COPY of an ACCOUNT of the NAVAL RECEIPT
and EXPENDITURE, for the Year ended the
31st March 1850.

(Prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.)

Ordered, by The House of Commons, to be Printed,
11 February 1851.

33.

Under 2 oz.

ARCTIC EXPEDITIONS.

RETURN to an ADDRESS of the Honourable The House of Commons,
dated 7 February 1851;—*for*,

“ COPY or EXTRACTS from any CORRESPONDENCE or PROCEEDINGS of the BOARD OF ADMIRALTY, in relation to the ARCTIC EXPEDITIONS, including those more recently sent forth in resumption of the Search for that under the Command of Sir *John Franklin*: ”

“ COPIES of any INSTRUCTIONS from the ADMIRALTY to any Officers in Her Majesty's Service, engaged in ARCTIC EXPEDITIONS, since the Date of the last Parliamentary Return on the said subject (in continuation of Parliamentary Papers, No. 107 and No. 397, of Session 1850): ”

“ And, COPY or EXTRACTS from any CORRESPONDENCE or COMMUNICATIONS from the Government of the UNITED STATES, or from Her Majesty's Minister at *Washington*, in relation to any Search to be made on the part of the United States, or from its Territory, for the EXPEDITION under Sir *John Franklin*. ”

Admiralty, }
7 March 1851. }

J. H. HAY,
Chief Clerk.

(*Sir Robert Harry Inglis.*)

Ordered, by The House of Commons, to be Printed,
7 March 1851.

SCHEDULE OF PAPERS.

Nos. 1 to 13.

- No. 1. (A. and B.)—Information relating to the United States Expedition in search of Sir John Franklin and his Companions - - - - - p. 1
- (A.) Copy of a Letter from H. U. Addington, Esq. to J. Parker, Esq. M. P., Secretary to the Admiralty, dated 25th May 1850 (with One Enclosure) - p. 1
- (B.) Copy of a Letter from H. U. Addington, Esq. to John Parker, Esq. M. P., Secretary to the Admiralty, dated 24th June 1850 (with One Enclosure),
p. 2
- No. 2.—Copy of a Letter from H. U. Addington, Esq. to the Secretary of the Admiralty, forwarding Naval Intelligence from Her Majesty's Consul-General at the Sandwich Islands, dated 7th September 1850 (with One Enclosure) - - - - - p. 4
- No. 3. (A. to M.)—Proceedings of an Expedition by the way of Behring's Straits, under the Command of Captain Collinson, C. B., of Her Majesty's Ship "Enterprise" - - - p. 5
- (A.) Copy of a Letter from Captain Collinson, C. B., of Her Majesty's Ship "Enterprise," to the Secretary of the Admiralty, dated 10th April 1850 - p. 5
- (B.) Copy of a Letter from Captain Collinson, C. B., of Her Majesty's Ship "Enterprise," to the Secretary of the Admiralty, dated 18th April 1850 - p. 5
- (B.)* Copy of a Memorandum issued by Commander M'Clure, relative to an Alteration in the Scale of Victualling on board Her Majesty's Ship "Investigator," dated at Sea, 25th April 1850 (with One Enclosure) - - - p. 6
- (C.) Copy of a Letter from Anthony Barclay, Esq., Her Britannic Majesty's Consul at New York to the Secretary of the Admiralty, dated 23d September 1850 (with One Enclosure) - - - - - p. 7
- (D.) Copy of a Letter from Captain Collinson, C. B., of Her Majesty's Ship "Enterprise," to the Secretary of the Admiralty, dated at Oahee, 26th June 1850,
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- (E.) Copy of a Despatch from Rear Admiral Hornby, C. B., Commander-in-Chief on the Pacific Station, to the Secretary of the Admiralty, dated at Valparaiso, 17th September 1850 (with Two Enclosures) - - - - - p. 7
- (F.) Copy of a Letter from Captain Collinson, C. B., of Her Majesty's Ship "Enterprise," to the Secretary of the Admiralty, dated at Oahee, 29th June 1850 (with One Enclosure) - - - - - p. 9
- (G.) Copy of a Letter from Commander M'Clure, of Her Majesty's Ship "Investigator," to the Secretary of the Admiralty, dated at Honolulu, 4th July 1850 - - - - - p. 11
- (H.) Copy of a Despatch from J. Parker, Esq. M. P., Secretary of the Admiralty, to Rear Admiral Hornby, C. B., Commander-in-Chief on the Pacific Station, dated 14th December 1850 - - - - - p. 11
- (I.) Copy of a Letter from Commander M'Clure, of Her Majesty's Ship "Investigator," to the Secretary of the Admiralty, dated at Sea, 20th July 1850,
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- (K.) Copy of a Letter from Commander M'Clure, of Her Majesty's Ship "Investigator," to the Secretary of the Admiralty, dated at Kotzebue Sound, 28th July 1850 - - - - - p. 13
- (L.) Copy of a Letter from Captain Collinson, C. B., of Her Majesty's Ship "Enterprise," to the Secretary of the Admiralty, dated at Port Clarence, 13th September 1850 - - - - - p. 14
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Papers relating to the Arctic Relief Expeditions.

— No. 1. —

INFORMATION relating to the UNITED STATES EXPEDITION in search of
Sir *John Franklin* and his Companions.

(A. and B.)

No. 1.
Information re-
lating to the United
States Expedition.

No. 1. (A.)

COPY of a LETTER from *H. U. Addington*, Esq., to *J. Parker*, Esq., M.P.

Sir,
I AM directed by Viscount Palmerston to transmit to you herewith, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Her Majesty's Minister at Washington, enclosing a copy of a resolution passed in Congress relative to the sending out of two American vessels in search of Sir John Franklin and his companions.

Foreign Office, 25 May 1850.
I am, &c.
(signed) *H. U. Addington*.

Enclosure to No. 1 (A.)

My Lord,
I HAVE the honour to enclose herewith a copy of a joint resolution which has passed both houses of Congress, authorizing the President to accept and attach to the navy two vessels offered by Henry Grinnell, esq., of New York, to be sent to the Arctic seas in search of Sir John Franklin and his companions.

Washington, 6 May 1850.
I have, &c.
(signed) *H. L. Bulwer*.

Viscount Palmerston, &c. &c. &c.

Sub-Enclosure to No. 1 (A.)

By Authority.

PUBLIC ACTS passed during the First Session of the Thirty-first Congress.—
Public, No. 4.

JOINT resolution authorizing the President of the United States to accept and attach to the navy two vessels offered by Henry Grinnell, esq., of New York, to be sent to the Arctic seas in search of Sir John Franklin and his companions.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, that the President be, and he is hereby, authorized and directed to receive from Henry Grinnell, of the city of New York, the two vessels prepared by him for an expedition in search of Sir John Franklin and his companions; and to detail from the navy such commissioned and warrant officers, and so many seamen as may be necessary for said expedition, and who may be willing to engage therein.

The said officers and men shall be furnished with suitable rations, at the discretion of the President, for a period not exceeding three years, and shall have the use of such necessary instruments as are now on hand, and can be

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spared from the navy, to be accounted for or returned by the officers who shall receive the same.

Sec. 2. Be it further resolved, that the said vessels, officers, and men shall be in all respects under the laws and regulations of the navy of the United States until their return, when the said vessels shall be delivered to the said Henry Grinnell. Provided, that the United States shall not be liable to any claim for compensation in case of the loss, damage, or deterioration of the said vessels or either of them, from any cause or in any manner whatever, nor be liable to any demand for the use or risk of the said vessels or either of them.

Approved, 2d May 1850.

No. 1 (B.)

COPY of a LETTER from *H. U. Addington*, Esq., to *John Parker*, Esq., M.P.

Sir,

Foreign Office, 24 June 1850.

I AM directed by Viscount Palmerston to transmit to you herewith, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Her Majesty's Minister at Washington, forwarding a copy in print of the instructions given to the officer in command of the expedition which has been sent in search of Sir John Franklin by the United States government.

I am, &c.
(signed) *H. U. Addington*.

Enclosure to No. 1 (B.)

My Lord,

Washington, 9 June 1850.

I HAVE the honour to enclose herewith a copy of the instructions addressed by the secretary of the United States navy to Lieutenant de Haven, the officer in command of the expedition in search of Sir John Franklin, prior to the sailing of that officer from this country.

The Right Hon.
Viscount Palmerston, G. C. B.
&c. &c. &c.

I have, &c.
(signed) *H. L. Bulwer*.

Sub-Enclosure to No. 1 (B.)

United States Navy Department, Washington,
15 May 1850.

Sir,

HAVING been selected to command the expedition in search of Sir John Franklin and his companions, you will take charge of the two brigantines, the "Advance" and the "Rescue," that have been fitted out for that service, and as soon as you are ready proceed with them to sea, and make the best of your way to Lancaster Sound.

These vessels have been furnished to the government for this service by the munificence of a private citizen, Mr. Henry Grinnell of New York. You will therefore be careful of them, that they may be returned to their owner in good condition. They have been provisioned for three years.

Passed Midshipman S. P. Griffin has been selected to command one of the vessels, you will therefore consider him as your second in command. Confer with him, and treat him accordingly.

The chief object of this expedition is to search for, and if found, afford relief to, Sir John Franklin of the Royal Navy, and his companions.

You will therefore use all diligence, and make every exertion to this end, paying attention as you go to subjects of scientific inquiry, only so far as the same may not interfere with the main object of the expedition.

Having passed Barrow Strait, you will turn your attention northward to Wellington Channel, and westward to Cape Walker, and be governed by circumstances as to the course you will then take.

Accordingly

Accordingly you will exercise your own discretion after seeing the condition of the ice, sea, and weather, whether the two vessels shall here separate, one for Cape Walker, and the other for Wellington Strait, or whether they shall both proceed together for the one place or the other.

Should you find it impossible on account of the ice to get through Barrow Strait, you will then turn your attention to Jones's Sound and Smith's Sound. Finding these closed or impracticable, and failing of all traces of the missing expedition, the season will probably then be too far advanced for any other attempts. If so, you will return to New York.

Acquaint passed Midshipman Griffin before sailing, and from time to time during the voyage, fully with all your plans and intentions; and, before you sail from New York, appoint a place of rendezvous; change it as often as circumstances may render a change desirable; but always have a place of rendezvous fixed upon, so that in case the two vessels of the expedition may at any time become separated, each may know where to look for the other.

Nearly the entire Arctic front of the continent has been scoured without finding any traces of the missing ships. It is useless for you to go there, or to re-examine any other place where search has already been made, you will therefore confine your attention to the routes already indicated.

The point of maximum cold is said to be in the vicinity of Parry Islands.

To the north and west of these there is probably a comparatively open sea in summer, and therefore a milder climate.

This opinion seems to be sustained by the fact, that beasts and fowls are seen migrating over the ice from the mouth of Mackenzie River and its neighbouring shores to the north; these dumb creatures are probably led by their wise instincts to seek a more genial climate in that direction, and upon the borders of the supposed more open sea.

There are other facts elicited by Lieutenant Maury in the course of his investigations, touching the winds and currents of the ocean, which go also to confirm the opinion, that beyond the icy barrier, that is generally met with in the Arctic Ocean, there is a polnia, or sea free from ice.

You have assisted in these investigations at the National Observatory, and are doubtless aware of the circumstances which authorize this conclusion, it is therefore needless to repeat them.

This supposed open sea and warmer region to the north and west of Parry Islands are unexplored; should you succeed in finding an opening there, either after having cleared Wellington Strait, or after having cleared Parry Islands by a northwardly course from Cape Walker, enter as far as in your judgment it may be prudent to enter; and search every headland, promontory, and conspicuous point for signs and records of the missing party. Take particular care to avail yourself of every opportunity for leaving, as you go, records and signs to tell of your welfare, progress and intentions.

For this purpose you will erect flagstaffs, make piles of stones, or other marks in conspicuous places, with a bottle or banana buried at the base, containing your letters.

Should the two vessels be separated, you will direct Passed Midshipman Griffin to do likewise.

Avail yourself of every opportunity, either by the Esquimaux or otherwise, to let the department hear from you; and in every communication be full and particular as to your future plans and intended route.

If by any chance you should penetrate so far beyond the icy barrier as to make it, in your judgment, more prudent to push on than to turn back, you will do so, and put yourself in communication with any of the United States naval forces, or officers of the Government, serving in the waters of the Pacific or in China, according to your necessities and opportunities. Those officers will be instructed to afford you every facility possible to enable you to reach the western coast of the United States in safety.

In the event of your falling in with any of the British searching parties, you will offer them any assistance of which they may stand in need, and which it may be in your power to give. Offer also to make them acquainted with your intended route and plans, and be ready to afford them every information of which you may have become possessed concerning the object of your search.

In case your country should be involved in war during your absence on this service, you will on no account commit, or suffer any one of the expedition to

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lating to the United
States Expedition.

commit, any the least act of hostility against the enemy, of whatever nation he may be.

Notwithstanding the directions in which you have been recommended to carry your examinations, you may, on arriving out upon the field of operation, find that by departing from them, your search would probably be more effectual.

The department has every confidence in your judgment, and relies implicitly on your discretion; and should it appear during the voyage that by directing your attention to points not named in this letter, traces of the absent expedition would probably be found, you will not fail to examine such points; but you will on no account uselessly hazard the safety of the vessels under your command, or unnecessarily expose to danger the officers and men committed to your charge.

Unless circumstances should favour you, by enabling you to penetrate (before the young ice begins to make in the fall) far into the unexplored regions, or to discover recent traces of the missing ships and their gallant crews; or unless you should gain a position from which you could commence operations in the season of 1851 with decided advantage, you will endeavour not to be caught in the ice during the ensuing winter, but after having completed your examinations for the season, make your escape, and return to New York in the fall.

You are especially enjoined not to spend, if it can be avoided, more than one winter in the Arctic regions.

Wishing you and your gallant companions all success in your noble enterprise, and with the trust in God that He will take you and them into his holy keeping,

I am, &c.
(signed) *Wm. Ballard Preston.*

To Edwin J. de Haven, Lieutenant,
Commanding the American Arctic Expedition,
&c. &c. &c., New York.

— No. 2. —

No. 2.
Letter from H. U.
Addington, Esq. to
the Secretary of
the Admiralty.

COPY of a LETTER from *H. U. Addington*, Esq. to the Secretary of the Admiralty, forwarding Naval Intelligence from Her Majesty's Consul-General at the *Sandwich Islands*.

Sir,

Foreign Office, 7 September 1850.

I AM directed by the Secretary of State to transmit to you, for the information of the Lords Commissioners of the Admiralty, the * copy of a despatch from Her Majesty's Consul-general at Woahoo, containing naval intelligence.

I am, &c.
(signed) *H. U. Addington.*

Enclosure to No. 2.

EXTRACTS of a LETTER from Mr. Consul-General *Miller*, dated Woahoo, 30 April 1850.

CAPTAIN ROYS, to whom I referred in my despatch, No. 20, of the 11th of October 1848, and in my private letter to you of the 12th of the same month, arrived at this port four days ago from the United States, *via* San Francisco, in command of the whaling ship "Sheffield," of 600 tons burthen, remarkably well manned and found, belonging to New York, and purposes in a week to continue on his course to the Arctic sea.

He assures me that he is fully determined to go as far north as the ice will permit, and to use his utmost endeavours to obtain tidings of Sir John Franklin and his party.

Captain Roys is still of opinion that a north-west passage may be found, and that the chances of success in finding one are much greater by an easterly than by a westerly course, in consequence of the prevailing westerly winds and north-east current. He thinks, also, that land exists in about 70° due north of Behring's Straits,

Straits, because, he says, that in steering in that precise direction he always found the water too shallow, whilst when he deviated either towards the north-east or north-west, his soundings did not decrease. Enclosure to No. 2.

Captain Roys hoped to have reached the Sandwich Islands a month since, and to have sailed again hence at least three weeks ago for the Arctic. He trusts, however, that he is still in good time.

I have been expecting here for the last month Her Majesty's ship "Herald," but she has not yet made her appearance. The two vessels of war which it appears were to have sailed from England last January for these islands, on their way to the Arctic, cannot well reach Honolulu until the elapse at least of another month.

— No. 3. —

PROCEEDINGS of an EXPEDITION by the way of *Behring's Strait*, under the Command of Captain *Collinson*, c. b., of Her Majesty's Ship "Enterprise."

(A. to M.)

No. 3.
Proceedings of an
Expedition by the
way of Behring's
Strait.

No. 3 (A.)

COPY of a LETTER from Captain *Collinson*, c. b., to the Secretary of the Admiralty.

Her Majesty's Ship "Enterprise," Possession Bay,
Magellan Straits, 10 April 1850.

Sir,

I HAVE the honour to acquaint you that Her Majesty's ship under my command reached this place to-day, after a passage of 80 days from England; that I have not seen the "Investigator" since the 1st of February, and that it is my intention to proceed to-morrow through the Straits, leaving the "Gorgon" to follow with our consort when she arrives; and that should she not do so early, I shall make my way to the Sandwich Islands direct, instead of complying with their Lordships' directions and calling at Valparaiso. The necessity of this deviation will, I trust, be a sufficient reason; as I look upon our arrival in Behring's Straits during the first week in August to be essential to their Lordships' orders.

The "Gorgon" will supply both vessels with the amount of provisions expended, since leaving England, nearly, and as Captain Paynter has made arrangements for the procuration of bullocks and vegetables, during our passage through the Straits, the object of refreshing the ships' companies will be obtained.

I have, &c.
(signed) *Rd. Collinson*, Captain.

No. 3 (B.)

COPY of a LETTER from Captain *Collinson*, c. b., to the Secretary of the Admiralty.

Her Majesty's Ship "Enterprise," Fortescue Bay,
Straits of Magellan, 18 April 1850.

Sir,

I HAVE the honour to report to you, by the "Nancy Dawson," that Her Majesty's ship under my command reached Possession Bay, in the Straits of Magellan, on the 10th of April, where I found the "Gorgon."

The "Investigator" not having arrived, I deemed it advisable to push on by myself, leaving orders with Captain Paynter to join me in the Straits, on the 17th, should the "Investigator" not appear.

We reached this place, being favoured with fine weather, and having stayed a day at Sandy Point, for the purpose of procuring fresh beef, on the morning of the 16th, I had the happiness of being joined by the "Gorgon" and the

No. 3.
Proceedings of an
Expedition by the
way of Behring's
Strait.

"Investigator" yesterday afternoon; so that we are now in a condition to face the most difficult portion of the navigation, with 10 days' fuel independent of what can be spared from the discovery ships in case of need, which I have little doubt, by choosing our time, will be sufficient to take us fairly into the Pacific; yet as the period for our arrival in Behring's Straits is drawing on so fast, I feel myself under the necessity of proceeding from here straight to the Sandwich Islands, as the time lost by calling at Valparaiso would lessen the probability of my reaching the ice by the 1st August.

Under this conviction, our provisions have been completed from the "Gorgon," and with the 10 days' fresh beef we have obtained here, together with the stores their Lordships have provided for the health of the crews, I have little doubt but that the object they had in view by ordering me to repair to that port will be obtained, and that the health of the ships' companies will not be impaired by foregoing a relaxation, while the main object of their Lordships' instructions would be lost.

I have, &c.
(signed) *Richard Collinson*, Captain.

No. 3 (B).*

COPY of MEMORANDUM of Commander *M'Clure*, relative to an Alteration in the Scale of Victualling on Board Her Majesty's Ship "Investigator."

Her Majesty's Discovery Ship "Investigator," at Sea,
(Lat. 52° 36' S., Long. 80° 44' W.), 25 April 1850.

IN consequence of the peculiar service upon which this ship is employed rendering it impossible to procure any vegetables whatever, I have deemed it expedient for the preservation of the health of the ship's company, and at the recommendation of the surgeon, that the accompanying scale of victualling should be substituted for that at present used, established in the Admiralty regulations.

It is my direction that you substitute the said scale, and issue rations to the ship's company accordingly, until further orders.

(signed) *Robert M'Clure*, Commander.

Mr. Joseph C. Paine, Clerk in Charge,
Her Majesty's Discovery Ship "Investigator."

Enclosure to No. 3 (B).*

SCALE of VICTUALLING for One Man for 14 Days.

| DAYS of WEEK. | Bread. | | Rum. | Salt Meat. | | Flour. | | Peas. | Preserved Meat. | | | Vegetables. | | Sugar. | | Tea. | Chocolate. | Lemon Juice. | Sugar for Ditto. | Pickles. | Mustard. | Pepper. | Salt. | Oatmeal and Vinegar. |
|---------------------|--------|-------|---------------|----------------|---------------|----------------|----------------|----------------|------------------|----------------|-----------------|---------------|----------------|---------------|-----|------|------------|--------------|------------------|---------------|----------|---------|-------|-------------------------|
| | | | | Beef. | Pork. | | | | Roast Mutton. | Roast Beef. | Boiled Beef. | Potatoes. | Carrots. | | | | | | | | | | | |
| | Lb. | Gill. | Lb. | Lb. | Lb. | Pint. | Lb. | Lb. | Lb. | Lb. | Lb. | Lb. | Oz. | Oz. | Oz. | Oz. | Oz. | Oz. | Oz. | Oz. | Oz. | Oz. | Oz. | |
| Sunday - - - | 1 | 1 | $\frac{3}{4}$ | - | $\frac{3}{4}$ | - | - | - | - | - | - | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Monday - - - | 1 | 1 | - | - | - | - | $\frac{3}{4}$ | - | - | - | $\frac{1}{4}$ | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Tuesday - - - | 1 | 1 | - | $\frac{3}{4}$ | - | $\frac{1}{2}$ | - | - | - | - | - | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Wednesday - - - | 1 | 1 | - | - | - | - | - | - | $\frac{3}{4}$ | - | $\frac{1}{4}$ | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Thursday - - - | 1 | 1 | $\frac{3}{4}$ | - | $\frac{3}{4}$ | - | - | - | - | - | - | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Friday - - - | 1 | 1 | - | - | - | - | - | - | $\frac{3}{4}$ | - | $\frac{1}{4}$ | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Saturday - - - | 1 | 1 | - | $\frac{3}{4}$ | - | $\frac{1}{2}$ | - | - | - | - | - | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Sunday - - - | 1 | 1 | - | - | - | - | $\frac{3}{4}$ | - | - | - | $\frac{1}{4}$ | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Monday - - - | 1 | 1 | $\frac{3}{4}$ | - | $\frac{3}{4}$ | - | - | - | - | - | - | $\frac{1}{4}$ | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Tuesday - - - | 1 | 1 | - | - | - | - | - | - | $\frac{3}{4}$ | - | $\frac{1}{4}$ | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Wednesday - - - | 1 | 1 | - | $\frac{3}{4}$ | - | $\frac{1}{2}$ | - | - | - | - | - | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Thursday - - - | 1 | 1 | - | - | - | - | - | - | $\frac{3}{4}$ | - | $\frac{1}{4}$ | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Friday - - - | 1 | 1 | $\frac{3}{4}$ | - | $\frac{3}{4}$ | - | - | - | - | - | - | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| Saturday - - - | 1 | 1 | - | - | - | - | $\frac{3}{4}$ | - | - | - | $\frac{1}{4}$ | - | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| TOTAL - - - | 14 | 14 | 3 | $2\frac{1}{4}$ | 3 | $1\frac{1}{2}$ | $2\frac{1}{4}$ | $1\frac{1}{2}$ | $1\frac{1}{2}$ | $1\frac{1}{2}$ | $\frac{1}{4}$ | 1 5 | $3\frac{1}{2}$ | 14 | 14 | 14 | 14 | 4 | 1 | $\frac{1}{4}$ | 2 | - | - | |

Her Majesty's Ship "Investigator,"
25 April 1850.

(signed) *Robert M'Clure*,
Commander.

No. 3 (C.)

No. 3.
Proceedings of an
Expedition by the
way of Behring's
Strait.

COPY of a LETTER from *Anthony Barclay*, Esq., Her Britannic Majesty's Consul at New York, to the Secretary of the Admiralty.

Her Britannic Majesty's Consulate, New York,
23 September 1850.

Sir,

I BEG leave to enclose to you herewith a despatch addressed to you, which I have this day received from the Sandwich Islands by the way of Panama. Mr. Wyllie, the minister of foreign relations at Honolulu, transmitted it to me, with the note of which I take leave to enclose a copy, for the information of my Lords Commissioners of the Admiralty.

I have, &c.
(signed) *Anthony Barclay*.

Enclosure to No. 3 (C.)

My dear Sir,

Honolulu, 27 June 1850.

CAPTAIN COLLINSON, of Her Britannic Majesty's Ship "Enterprise," is anxious that the accompanying despatch should be forwarded to the Admiralty with the least possible delay.

He left the "Investigator" all well off Cape Pillar; she is expected every day, but Captain Collinson is so anxious to get to the north, that he will not wait for her.

He will take in here what fresh provisions he can, and will sail in three or four days.

I showed him Dr. Rae's letter to you, published in New York, 13 April, showing that all the coast from Behring's Straits to eastward of the Coppermine River, had been searched in vain.

Anthony Barclay, Esq.,
Her Britannic Majesty's Consul, New York.

I am, &c.
(signed) *R. C. Wyllie*.

No. 3 (D.)

No. 3 (D.)

COPY of a LETTER from Captain *Collinson*, c.b., to the Secretary of the Admiralty.

Her Majesty's Ship "Enterprise,"
Oahee, 26 June 1850.

Sir,

I HAVE the honour to report to you, that Her Majesty's ship under my command reached this place yesterday, after a passage of 65 days from the Straits of Magellan.

I avail myself of a vessel on the point of sailing for San Francisco to transmit this, and will forward a more detailed account of my proceedings and intentions by the "Swift," previous to my departure, which I hope will be at the end of the week.

I have, &c.
(signed) *Richard Collinson*, Captain.

No. 3 (E.)

(No. 104.)

COPY of a DESPATCH from Rear-admiral *Hornby*, c. b., to the Secretary of the Admiralty.

Sir,

"Asia," at Valparaiso, 17 September, 1850.

1. I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's brig "Swift" arrived at this port on the 15th instant, bringing me the last accounts from the "Enterprise" and "Investigator."

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2. I enclose for their Lordships' information, copies of the letters I have received from Captain Collinson and Commander M'Clure, detailing their proceedings up to their arrival at the Sandwich Islands; and I also forward the returns of state, and condition, and remains of provisions on board both ships.

3. The "Enterprise" arrived at Honolulu, June 25th, and sailed June 30th, and the "Investigator" arrived July 1st, and sailed July 4th. The assistance rendered by commander Aldham, and the ship's company of the "Swift," in embarking provisions, water, and other stores, enabled the commanding officers of both vessels to grant their crews a short leave of absence; and commander Aldham informs me, that all on board proceeded on their voyage in the best spirits, and were anxious to commence their arduous undertaking.

4. The despatches which were conveyed to the Sandwich Islands by the "Swift," were of course delivered to Captain Collinson, and although the "Cockatrice" did not reach Honolulu until three days after the "Enterprise" had sailed, I am happy to add, the despatches which she conveyed were delivered to the charge of Commander M'Clure on the 3d July.

I have, &c.
 (signed) *P. Hornby,*
 Rear-Admiral and Commander-in-Chief.

Enclosure 1 to No. 3 (E.)

Her Majesty's Ship "Enterprise,"
 Oahee, 29 June 1850.

Sir,

I HAVE the honour to report to you, that Her Majesty's ship under my command reached this place on the 25th instant, after a passage of 65 days, from the Straits of Magellan.

The severity of the weather after entering the Pacific, prevented any communication with the "Gorgon;" I have therefore had no previous opportunity of reporting that I had taken the liberty of removing a boatswain's mate from that vessel into the "Investigator," as acting boatswain; the boatswain of that ship having been left behind at Plymouth.

The necessity of making the best of my way to Behring's Straits without the least delay, induced me also to take from her all the provisions she could spare, and steer at once for these islands, instead of resorting to Valparaiso.

While in the Straits of Magellan, the Governor of the Chilian settlement, on my urgent application, supplied the ships with four bullocks; the necessity of the case he begged might be represented to his government, as by his instructions he is forbidden to kill any of the cattle.

The "Investigator" not having arrived, and the season being so far advanced, I have determined to proceed alone, leaving orders for Commander M'Clure to follow with the utmost dispatch; and that if he is prevented by the severity of the weather from following me into the pack, he is to cruise along the edge, so long as the season will permit; and then having deposited, under the charge of the "Plover," all the provisions she can take care of, he is to proceed to Valparaiso to replenish, returning to the Straits by the month of June.

I am much indebted to Commander Aldham for the cordial assistance he has afforded in completing our supplies; and should the "Investigator" arrive on the 1st, I have taken the liberty of desiring him to remain a day or two, so as to expedite her.

I have, &c.
 (signed) *Richard Collinson, Captain.*

To Rear-Admiral Hornby, c.B.
 Commander-in-Chief, &c. &c. &c.

Enclosure 2 to No. 3 (E.)

Her Majesty's Discovery Ship "Investigator,"
 Woahoo, 1 July 1850.

Sir,

I HAVE the honour to acquaint you with my arrival at this place, for the information of the Lords Commissioners of the Admiralty, and to state that at

3 p. m.

3 p.m. on the 20th April, we were taken in tow by Her Majesty's steam sloop "Gorgon," off Cape Pillar, blowing fresh from the westward, which gradually increased to a gale, when the towing hawsers carried away upon the 21st, at 1 a.m.; the "Gorgon" remained in company till 10 a.m. of that day, when, being unable to render any further assistance, she ran to leeward, with the intention of falling in with the "Enterprise." At 1 a.m. of the 22d observed a rocket and blue light, but could not distinguish the vessel; answered the signal, expecting at daylight to see her, but was disappointed. From that date to 12th May we experienced nothing but strong westerly gales, with heavy sea, when it began gradually to moderate, varying from S.S.W. to north, with occasional squalls and heavy rain, until the 2d June, in lat. 17 deg. 46 min. S.; long. 105 deg. 54 min. W., it settled into the S.E. trade, drawing to E.N.E. as we passed to the northward of the Equator, which wind has continued until our arrival at this anchorage.

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I have, &c.

(signed) *Robert M'Clure*, Commander.

The Senior Naval Officer of Her Majesty's
Ships and Vessels at Oahee.

No. 3 (F.)

COPY of a LETTER from Captain *Collinson*, C. B., to the Secretary of the Admiralty.

Her Majesty's Ship "Enterprise,"
Oahee, 29 June 1850.

Sir,

I AVAILED myself of a vessel sailing to California, to report our arrival here on the 25th instant; and I now take the opportunity of the "Swift" returning to Valparaiso.

On entering the Pacific, owing to the bad weather and mountainous sea, the "Gorgon" could not communicate; and as there was little likelihood her assistance would be of any avail until we reached a more temperate latitude, I signalled her to return to Valparaiso on the 23d April.

A continuation of westerly winds compelled us to pass to the eastward of Juan Fernandez and St. Felix; and not getting the S.E. trade until we reached the 19th degree of south latitude, our passage from Cape Pillar has occupied 65 days.

By the "Swift" I have received their Lordships' despatches, dated in March, together with the Parliamentary Reports and Esquimaux vocabularies; but I regret to add, that the balloons have been left behind, either at Panama, or they have been carried on to California, in the American steam vessel.

Captain Kellet, who sailed from here on the 25th May, has appointed Cape Lisburne as a rendezvous, whither I shall proceed to-morrow, having completed water to 60 days, and provisions.

I am sorry to report that the "Investigator" has not arrived; but as some time will be lost in communicating with the "Plover" and "Herald," there is still a hope that the two vessels may join company previous to entering the ice.

I enclose a copy of the orders I have left for Commander M'Clure, which contain my intentions, as far as I can be guided by the information I have received.

I have, &c.

(signed) *Rd. Collinson*, Captain.

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Enclosure to No. 3 (F.)

MEMORANDUM.

Her Majesty's Ship "Enterprise," Oahee,
 29 June 1850.

So soon as Her Majesty's ship under your command is fully complete with provisions, fuel, and water, you will make the best of your way to Cape Lisburne, keeping a good look out for the "Herald" or casks, and firing guns in foggy weather, after passing the Island of St. Lawrence. The whalers also may afford you information of our progress.

Should you obtain no intelligence, you will understand that I intend to make the pack, close to the American shore, and pursue the first favourable opening west of the coast stream, pressing forwards towards Melville Island.

In the event of meeting land, it is most probable that I would pursue the southern shore; but conspicuous marks will be erected if practicable, and information buried at a 10-foot radius.

As it is necessary to be prepared for the contingency of your not being able to follow by the ice closing in, or the severity of the weather, you will keep the "Investigator" as close to the edge of the pack as is consistent with her safety, and remain there until the season compels you to depart, when you will look into Kotzebue Sound for the "Plover," or information regarding her position; and having deposited under her charge a twelvemonth's provision, you will proceed to Valparaiso, replenish and return to the straits, bearing in mind that the months of June and July are the most favourable.

A letter from their Lordships' hydrographer, relative to the variation of the compass, is annexed; and you will bear in mind that the value of these observations will be greatly enhanced by obtaining the variation with the ship's head at every second or fourth point of the compass occasionally; and the "Investigator" should be swung, for deviation, in harbour, as often as opportunity may offer.

Should you not find the "Plover," or that any casualty has happened to render her inefficient as a depôt, you will take her place; and if (as Captain Kellett supposes) Kotzebue Sound has proved too exposed for a winter harbour, you will proceed to Grantly Harbour, leaving a notice to that effect at Chamisso Island.

The attention of your officers is to be called, and you will read to your ship's company, the remarks of Sir John Richardson concerning the communication with the Esquimaux, and which are contained in the Arctic Report received at Plymouth.

Your operations in the season of 1851 cannot be guided by me, nor is there any occasion to urge you to proceed to the N.E.; yet it will be highly desirable, previous to entering the pack, that you completed provisions from the whalers, and obtained as much rein-deer's meat as possible. Captain Kellett's narrative will point out where the latter is to be had in most abundance, and where coal can be picked up on the beach; but husband the latter article during the winter, by using all the drift wood in your power.

In the event of leaving the straits this season, you will take any weak or sickly men out of the "Plover," and replace them from your crew; affording Commander Moore all the assistance in your power, and leaving with him Mr. Murching the interpreter, together with the instructions which you have received with regard to his accommodation.

To Commander M'Clure,
 Her Majesty's Ship "Investigator."

(signed) *Richard Collinson.*

Should it be the opinion of Commander Moore that the services of the "Investigator" ship's company, in exploring parties during the spring, would be attended with material benefit to the object of the expedition, he will, notwithstanding these orders, detain you for that purpose; but care must be taken that your efficiency, as a sailing vessel, is not crippled by the parties not returning in time for the opening of the ice.

(signed) *R. C.*

No. 3 (G.)

No. 3 (G.)

COPY of a LETTER from Commander *M'Clure* to the Secretary of the Admiralty.

No. 3.
Proceedings of an Expedition by the way of Behring's Strait.

Her Majesty's Discovery Ship "Investigator,"
Honolulu, 4 July 1850.

Sir,

I HAVE the honour to report, for the information of the Lords Commissioners of the Admiralty, that I arrived off this port upon the 1st instant, from which I learnt, with much regret, that the "Enterprise" had only sailed the previous day; and came into the harbour upon the 2d, when replacing my spars and completing provisions for three years, to commence from the 1st September next, proceed this day for Behring's Straits, to endeavour carrying into effect the orders left for me by Captain Collinson.

I have, &c.
(signed) *Robt. M'Clure*, Commander.

No. 3 (H.)

(No. 122.)

COPY of a DESPATCH from *J. Parker*, Esq. M. P., Secretary of the Admiralty, to Rear Admiral *Hornby*, C. B., Commander-in-Chief on the Pacific Station.

Sir,

Admiralty, 14 December 1850.

I AM desired by the Lords Commissioners of the Admiralty to acquaint you that they consider it to be of the utmost importance, that in accordance with the 7th paragraph of the orders which their Lordships gave to Captain Collinson (a copy of which is herewith enclosed), there should be an efficient depôt, or point of succour, in the most favourable quarter within Behring's Straits, and as far in advance as possible, on which the "Enterprise" and "Investigator" may have to fall back, and where, in case of any disaster occurring to those vessels, the crews may be sure of finding a safe asylum.

See p. 82 of Parl. Paper, No. 107 of Session 1850.

As the "Plover" will have passed three winters in the ice it will be necessary, if she is to remain a fourth, to furnish her with an ample supply of stores, fuel, clothing, and provisions, and to withdraw such of her crew as may have already suffered, or who may be desirous of quitting those regions; such men only being permitted to remain as may volunteer their services, and upon whom a strict medical survey should be held.

I am therefore to signify their Lordships' directions to you, immediately on receipt of this despatch, to cause one of Her Majesty's ships under your orders to be equipped for the above purpose; and to order her captain to proceed forthwith, by the Sandwich Islands, provisioning her to the fullest extent, and providing her with as large a quantity of fuel and antiscorbutics as can be obtained.

At the Sandwich Islands he will probably learn the "Plover's" rendezvous; and he is to use his utmost endeavours to reach Behring's Straits before the "Plover" is afloat, and carefully refit her for the service in question.

Their Lordships further desire you will call for volunteers from the squadron under your command, in order to form a crew for the "Plover" until the autumn of 1852, when it is probable that the "Plover" will be withdrawn; and besides the credit they will derive from cheerfully coming forward for such an arduous service, you will offer them double pay, as a further incentive, from the date of their joining the "Plover."

In the possible contingency of the "Plover" being thrown upon shore by the pressure of the ice in Kotzebue Sound, and rendered unfit for the service, you are to direct the captain of such ship as may be dispatched to receive her crew, and to secure Her Majesty's ship under his command in some convenient harbour near the entrance of the straits, for the purpose of passing there the ensuing winter of 1851, placing ample notices of the spot selected, in the event of any parties either from Sir John Franklin's ships or from those of Captain Collinson

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arriving in the sound; it being the intention of my Lords, if nothing be heard before that period of either of those expeditions, that she shall be relieved by another vessel from your squadron in the summer of 1852.

I have, &c.
 (signed) J. Parker.

No. 3 (I.)

COPY of a LETTER from Commander *M'Clure* to the Secretary of the Admiralty.

Her Majesty's Discovery Ship "Investigator," at Sea,
 (Lat. 51° 26' N.; Long. 172° 35' W.),

20 July 1850.

Sir,

See Enclosure to
 No. 3 (F.)

As I have received instructions from Captain Collinson, c. b., clear and unembarrassing, (a copy of which I enclose) to proceed to Cape Lisburne, in the hope of meeting him in that vicinity, as he anticipates being detained a day or two by the "Plover" in Kotzebue Sound, it is unnecessary to add that every exertion shall be made to reach that rendezvous, but can scarce venture to hope that, even under very favourable circumstances, I shall be so fortunate as to accomplish it, ere the "Enterprise" will have rounded that Cape, as, from her superior sailing, she hitherto having beaten us by eight days to Cape Virgins, and from Magellan Straits to Waohee six. It is, therefore, under the probable case that this vessel may form a detached part of the expedition, that I feel it my duty to state, for the information of the Lords Commissioners of the Admiralty, the course which, under such a contingency, I shall endeavour to pursue, and have to request that you will lay the same before their Lordships.

1st. After passing Cape Lisburne it is my intention to keep in the open water, which, from the different reports that I have read, appears, about this season of the year, to make between the American coast and the main pack, as far to the eastward as the 130th meridian, unless a favourable opening should earlier appear in the ice, which would lead me to infer that I might push more directly for Banks' Land, which I think is of the utmost importance to thoroughly examine.

In the event of thus far succeeding, and the season continuing favourable for further operations, it would be my anxious desire to get to the northward of Melville Island, and resume our search along its shores, and the islands adjacent, as long as the navigation can be carried on, and then secure for the winter in the most eligible position which offers.

2d. In the ensuing spring, as soon as it is practicable for travelling parties to start, I should dispatch as many as the state of the crew will admit of in different directions, each being provided with 40 days' provisions, with directions to examine minutely all bays, inlets, and islands towards the N. E., ascending occasionally some of the highest points of land, so as to be enabled to obtain extended views, being particularly cautious in their advance, to observe any indication of a break up in the ice, so that their return to the ship may be effected without hazard, even before the expenditure of their provisions would otherwise render it necessary.

3d. Supposing the parties to have returned (without obtaining any clue of the absent ships), and the vessel liberated about the 1st of August, my object would then be to push on towards Wellington Inlet (assuming that that channel communicates with the Polar sea), and search both its shores, unless, in so doing, some indication should be met with to show that parties from any of Captain Austin's vessels had previously done so, when I should return and endeavour to penetrate in the direction of Jones' Sound, carefully examining every place that was practicable. Sir, should our efforts to reach this point be successful, and in the route no traces are discernible of the long-missing expedition, I should not then be enabled longer to divest myself of the feeling, painful as it must be to arrive at such a conclusion, that all human aid would then be perfectly unavailing, and therefore, under such a conviction, I would think it my duty, if possible, to return to England, or, at all events, endeavour to reach some port that would ensure that object upon the following year.

4th. In

4th. In the event of this being our last communication, I would request you to assure their Lordships that no apprehension whatever need be entertained of our safety until the autumn of 1854, as we have on board three years of all species of provisions, commencing from the 1st September proximo, which, without much deprivation, may be made to extend a period of four years, as, moreover, whatever is killed by the hunting parties I intend to issue in lieu of the usual rations, which will still further protract our resources.

It gives me great pleasure to say that the good effects of the fruit and vegetables (a large quantity of which we took on board at Waohee) are very perceptible, in the increased vigour of the men, who at this moment are in as excellent condition as it is possible to desire, and evince a spirit of confidence and a cheerfulness of disposition which are beyond all appreciation.

5th. Should difficulties apparently insurmountable encompass our progress, so as to render it a matter of doubt whether the vessel could be extricated, I should deem it expedient, in that case, not to hazard the lives of those entrusted to my charge after the winter of 1852, but, in the ensuing spring, quit the vessel with sledges and boats, and make the best of our way either to Pond's Bay, Leopold Harbour, the Mackenzie, or for the whalers, according to circumstances.

Finally. In this letter I have endeavoured to give an outline of what I wish to accomplish (and what, under moderately favourable seasons, appears to me attainable), the carrying out of which, however, not resting upon human exertions, it is impossible even to surmise if any or what portion may be successful. But my object in addressing you is to place their Lordships in possession of my intentions up to the latest period, so, as far as possible, to relieve their minds from any unnecessary anxiety as to our fate; and, having done this, a duty which is incumbent, from the deep sympathy expressed by their Lordships, and participated in by all classes of our countrymen, in the interesting object of this expedition, I have only to add that, with the ample resources which a beneficent Government and a generous country have placed at our disposal (not anything that can add to our comfort being wanting), we enter upon this distinguished service with a firm determination to carry out, as far as in our feeble strength we are permitted, their benevolent intentions.

I have, &c.
(signed) *Robert M'Clure*, Commander.

No. 3 (K.)

COPY of a LETTER from Commander *M'Clure* to the Secretary of the Admiralty.

Her Majesty's Discovery Ship "Investigator,"
Kotzebue Sound (Lat. 66° 54' N.; Long. 168° W.),
28 July 1850.

Sir,

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that to this date we have had a most excellent run. Upon getting clear of Waohee, on the morning of the 5th, we shaped a course direct for the Aleutian Group, passing them in 172° 40' W; upon the evening of the 20th continued our course, with a fine south-easterly breeze, but extremely thick and foggy weather (which retarded the best of our way being made); got fairly out of Behring's Strait upon the evening of the 27th, and are now in a fair way of realizing their Lordships' expectations of reaching the ice by the beginning of August, our progress being advanced by the favourable circumstances of a fine southerly wind, and tolerably clear weather; the latter we have known nothing of since the 19th, which I can assure you rendered the navigation amongst the islands a subject of much and deep anxiety, seldom having an horizon above 400 yards, that just enabled the dark outline of the land to be observed and avoided.

It is with much satisfaction that I report the good qualities of this vessel, having well tried her in the heavy gales experienced during five weeks off Cape Horn, and in moderate weather, amongst the intricate navigation of these islands, where so much depended upon her quick obedience to the helm, although laden with every species of stores and provisions for upwards of

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three years; from these circumstances, I am therefore fully satisfied she is as thoroughly adapted for this service as could be reasonably wished.

I have not seen anything of the "Enterprise," or is it my intention to lose a moment by waiting off Cape Lisburne, but shall use my best endeavours to carry out the intentions contained in my letter of the 20th, of which I earnestly trust that their Lordships will approve.

I am happy to be able to state that the whole crew are in excellent health and spirits, and everything as satisfactory as it is possible to desire.

I have, &c.
 (signed) *Robert M'Clure*, Commander.

No. 3 (L.)

COPY of a LETTER from Captain *Collinson*, C.B., to the Secretary of the Admiralty.

Sir,

Her Majesty's Ship "Enterprise," Port Clarence,
 13 September 1850.

I HAVE the honour to transmit an account of the proceedings of Her Majesty's ship under my command, since leaving Oahee on the 30th June.

Being delayed by light winds, we only reached the western end of the Aleutian Chain by the 29th July, and made the Island of St. Lawrence on the 11th of August, from whence I shaped a course for Cape Lisburne, in anticipation of falling in with the "Herald," or the "Plover;" not however seeing either of these vessels, and finding nothing deposited on shore, I went on to Wainwright Inlet, the last rendezvous appointed; here we communicated on the 15th, and being alike unsuccessful in obtaining any information, I stood to the north, made the ice the following morning, and reached the latitude 72 deg. 40 min. N., in the meridian of 159 deg. 30 min. W., without serious obstruction; here, however, the pack became so close that it was impossible to make way in any direction except to the southward. Having extricated ourselves by noon on the 19th, we continued to coast along the edge of the main body (which took a south-easterly trend), running through the loose stream so as not to lose sight of the tight pack. At 4 a.m. on the 20th, we were in the meridian of Point Barrow, and 28 miles to the north of it, when we found open water to the N. E., in which we sailed without losing sight of the ice to the north, until the morning of the 21st, when we were obstructed by a heavy barrier trending to the S. W. A thick fog coming on, we made a board to the north, in order to feel the pack edge in the upper part of the bight, and not to leave any part unexplored. Having satisfied myself that no opening existed in this direction, we bore away to the south, running through heavy floes closely packed, and pushing to the eastward when opportunity offered; in this, however, we were unsuccessful, being compelled to pursue a westerly course, the floes being very heavy and hummocky; by 8 p.m. we were within 30 miles of the land, and having clear weather, could see the ice closely packed to the south, that left no doubt in my mind that a stop was put to our proceeding in this direction, by the ice butting so close on the shoal coast as to leave no chance that our progress along it would justify the attempt to reach Cape Bathurst, a distance of 570 miles, during the remaining portion of this season; and finding this opinion was coincided in by those officers on board qualified to form an opinion on the subject, I determined to lose no time in communicating with Point Barrow, but to attempt the passage further north, in hopes that the lane of water seen last year by the "Herald" and "Plover" would afford me an opening to the eastward; I therefore reluctantly proceeded again to the west, and turning the pack edge 15 miles further to the south than it was on the day after we left Wainwright Inlet, we followed the edge of a loose pack greatly broken up, until we reached 163 deg. W. long., when it took a sudden turn to the north, in which direction we followed it until the morning of the 27th, when we were in latitude 73 deg. 20 min., and found the pack to the westward, trending southerly; I therefore plied to the eastward, endeavouring to make way, but such was its close

close condition that we could not work, although we might have warped through had the condition of the ice in that direction afforded us any hope, but this I am sorry to say was not the case; and, on the contrary, the further we entered the larger the floes became, leaving us in thick weather often in great difficulty where to find a lane.

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On the 29th the thermometer having fallen to 28 deg., and there being no prospect of our being able to accomplish anything towards the fulfilment of their Lordships' instructions this season, I bore away for Point Hope, where I arrived on the 31st, and found a bottle deposited by the "Herald," which informed me that it was intended to place the "Plover" in Grantly Harbour this season. I accordingly proceeded thither, with a view of taking her place for the winter, and enabling Commander Moore to recruit his ship's company by going to the southward. On my arrival I found her inside, preparing her winter quarters, and having examined and buoyed the bar, I attempted to take this vessel inside, but failed in doing so owing to the change of wind from south to north having reduced the depth of water four feet, and had to relieve the ship of 100 tons, which was quickly done by the opportune arrival of the "Herald," before she was released from a very critical position. The tides being irregular, the rise and fall depending principally on the wind, and that wind which occasions the highest water, producing a swell on the bar, it became a question whether a considerable portion of the ensuing season might not be lost in getting the ship out of Grantly Harbour, and on consulting Captains Kellett and Moore, finding it to be their opinion, founded on the experience of two years, that the whalers coming from the south pass through the straits early in June, whereas the harbours are blocked until the middle of July, I have come to the conclusion that I shall better perform the important duty confided in me by returning to the south, and replenishing my provisions, instead of wintering on the Asiatic shore, where there is not a prospect of our being the slightest use to the missing expedition. It is therefore my intention to proceed to Hong Kong, it being nearer than Valparaiso, and the cold season having set in, my stores and provisions will not be exposed to the heat of a double passage through the Tropics; and as I shall not leave until the 1st of April, I may receive any further instructions their Lordships may please to communicate.

The "Plover" has been stored and provisioned, and such of her crew as are not in a fit state to contend with the rigour of a further stay in these latitudes, have been removed, and replaced by Captain Kellett, and the paragraphs referring to her in my instructions fulfilled.

I have directed Commander Moore to communicate annually with an island in St. Lawrence Bay, in latitude 65 deg. 38 min. N., and longitude 170 deg. 43 min. W., which is much resorted to by the whalers, and where any communications their Lordships may be pleased to send may be deposited by them, as they are not in the habit of cruising on this side of the straits; and I have requested Captain Kellett to forward to the Admiralty all the information on this head he may obtain at the Sandwich Islands.

See No. 4. (E.)

It is my intention to proceed again to the north, and remain in the most eligible position for affording assistance to the "Investigator," which vessel having been favoured with a surprising passage from the Sandwich Islands, was fallen in with by the "Herald," on the 31st July, off Point Hope, and again on the 5th of August, by the "Plover," in latitude 70 deg. 44 min. N., and longitude 159 deg. 52 min. W., when she was standing to the north, under a press of sail, and in all probability reached the vicinity of Point Barrow 15 days previous to the "Enterprise;" when Captain M'Clure, having the whole season before him, and animated with the determination so vividly expressed in his letter to Captain Kellett, has most likely taken the in-shore route, and I hope before this period reached Cape Bathurst; but as he will be exposed to the imminent risk of being forced on a shoal shore, and compelled to take to his boats, I shall not forsake the coast to the northward of Point Hope until the season is so far advanced as to ensure their having taken up their winter quarters for this season.

I have received from my officers, and ship's company, that assistance and alacrity in the performance of their duty which the noble cause in which we are engaged must excite; and I have the satisfaction to report, that (under the

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blessing of God), owing to the means their Lordships have supplied in extra-clothing and provisions, we are at present without a man on the sick list, notwithstanding the lengthened period of our voyage.

I have, &c.
 (signed) *Richard Collinson, Captain.*

No. 3 (M.)

COPY of JOURNAL kept by Mr. *Arbuthnot*, Ice Mate on Board Her Majesty's Ship "Enterprise," in the Month of August 1850.

Friday, 16th August 1850.

First part light breezes with thick fog, wind from the eastward; running 10 S. W.; 7 a. m. fell in with several pieces of loose ice. Hauled in N. W. Noon, came in with some streams of heavy ice (clear at times); up to midnight, kept plying and reaching northward amongst and through streams of ice. Ends, do. weather. Lat. 71 deg. 45 min. N.; long. 162 deg. W. Since we came in with the ice it has been so hazy, no great distance could be seen from the mast-head; but from what I have seen of the ice we are amongst, I am afraid our northerly route will soon terminate. The ice here is very heavy, and appears little broken up, and no great distance from the floes, which, if they are as heavy in proportion, our sanguine hopes of Melville Island will too soon be blasted.

Saturday, 17th August.

First and middle part, moderate breezes, with fleeting fogs and intervals of sunshine; wind from the E. and N. E. quarters; reaching N. and N. W. through heavy streams and cross ice; a. m. got into a lane of water which led into the main body of the ice. 2 p. m. when close to, tacked south-eastward. The appearance of the ice here is very disheartening, for from N. N. E. to W. S. W. (mag.) there is a complete chain of locked floes, as far as can be seen from the mast-head (with the glass); they appear also to be of an immense thickness, and very hummocky, that they must be from the appearance of the ice we have already come through. What I have seen of the ice makes me still hold to my old opinion, that if ever the passage is made it will be along the land with either small vessels or boats, or both. Latter part, light airs and variable, with thick fog. Lat. 72 deg. 40 min. N.; long. 159 deg. W.

Sunday, 18th August.

Light breezes, attended with thick foggy weather; wind from the S. W. quarter, running north-eastward; a. m. got ruffled amongst heavy ice; commenced warping and sailing south-eastward; 9 a. m. got clear, made a few boards to windward; after which kept away and run N. by E. and N. N. E. amongst streams and heavy loose ice, taking the pack edge along as nearly as we could guess, it being still thick fog, and only seeing it occasionally (all st. sails set). Ends, light airs, almost calm, and thick. Lat. 72 deg. 40 min. N.; long. 158 deg. 50 min. Since yesterday we have deepened our water from 35 to 75, and to night to 133 fathoms; by such sudden deepening it would appear that the shoaled water part of all this strait and coast has at one time been dry; and no doubt but the old and new world had here been connected; the soundings at 133 fathoms was soft slime, the lead completely covered with it.

Monday, 19th August.

Commences with light airs, and partly calm thick foggy weather; got ruffled amongst heavy ice; down boats, and towed out from amongst it; 4 a. m. a light breeze from the S. W. quarter, reached S. E. for an hour, tacked and stood in for the ice; when close to it, cleared up, when we found the pieces we had been amongst were a few only lying at the edge of another chain of very heavy locked floes, and at the head of a deep bight; it being impossible to proceed any further in a N. and N. W. direction through, I may say, an impenetrable barrier.

barrier, we run along the S. E. side of the bight, sweeping every bight so as not to lose the edge in case of another opening. Having swept the N. W. side of this bight, we have taken it now all round: the ice upon the S. E. side is still very heavy. Midnight; tacked at the ice, it being thick; if the floes in general be such as the specimens we have already seen (for I never either in Greenland or Davis' Straits have seen anything equal to those that I have seen here for thickness and hummocks), sledge travelling would be of little use upon such ice; I hope we will find another bight that will take us further to the eastward; as the ice seems to lie in that sort of a way, say bight and bight; but I am afraid they will terminate too soon for us. The greater part of the loose ice, that is the heavy pieces, are blackened with earth and mud. I think they are annual visitors, sent off by the strength of the river currents, which form them into streams; we have hove a number of empty bouilli tins upon pieces of ice with the ship's name and date on them; I hope daylight will give us a launch eastward; lat. 72 deg. 28 min.; long. 158 deg. 50 min. W.

Tuesday, 20th August.

Commences with moderate breezes and fleeting fogs; wind from the S. W. quarter; 1 a. m. got through a stream of ice, kept away N. N. E. along the pack edge; running through streams, occasionally taking care not to lose the pack edge as we went along; all st.-sails set: 11 a. m. it cleared up; we were running along a body of ice much heavier than any we had previously seen; to the N. W. and N. there was not a drop of water to be seen, neither a loose piece of ice along the edge of what I consider to be an old fixed floe; still we see no stoppage, but plenty of water along the edge; but it is always leading in towards the land, and I have no doubt but the result of these bights will put a stop to our eastern route as well as the northern ones have done. The loose ice that is about seems not to have any connexion with the N. W. ice, it being much lighter. Latter part, light breezes, variable and airy, still no ice; but I am afraid it is getting too narrow in the head of this bight. Lat. 72 deg. 7 min.; long. 154 deg. 40 min. W.

Wednesday, 21st August.

All these 24 hours fresh breezes, with fleeting fogs and intervals of sunshine; wind from the N. E. quarter: 3. 30. tacked at the pack edge, kept plying to windward, got up into the head of the bight; found it to be the same as the last bight we came out of; seeing no further progress possible eastward in this body likely, bore up, and took the S. E. side of the ice along, but found no opening in it; the S. E. side is composed of much lighter ice, intermixed with heavy sunces and very cross; no water could be seen from the mast-head over it; and with the assistance of the ice blink and refraction, I do not think there is any water (that is to say, water we could safely say land water), at least within 15 miles of us. The ice here as we have been going along has been closing fast; and as the wind is, no doubt the bight will soon be filled up: we have shoaled our water suddenly to 33 fathoms while running down this side of the bight. It is now my opinion that this terminates our easterly career; for since we first made the ice we have never lost sight of the pack, or floe edge, taking all the round together: 10 a. m. rounded the S. E. point after passing through heavy sea streams, and wash ice. Ends, fresh breezes, thick fog, sailing W. S. W. Lat. 71 deg. 50 min. N.; long. 153 deg. 6 min. W.

Thursday, 22 August.

First and middle part moderate breezes, with thick fog, wind from the S. E. quarter, steering W. S. W., all sail set to advantage, 4 p. m.; came in with the W. pack, composed of heavy sunces and wash-ice. Latter part, ditto weather, plying off, and firing guns every hour, and anxiously looking for clear weather. Ends ditto, lat. 72 deg. 22 min.; long. 157 deg. 55 min. W.

Friday, 23 August.

First part, light breezes, attended with thick foggy weather, wind from the eastward plying off and into the pack; middle and latter part, ditto weather; still plying and sailing along the pack-edge, which appears to lie about north
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and south from point to point, having a bight of about six or seven miles between; no chance to get north-westward; lat. 72 deg. 8 min. N.; long. 159 deg. 32 min. W.

Saturday, 24 August.

First and middle part, fresh breezes and clear, wind from E. to E. S. E., plying to windward along the pack-edge. Latter part, took the ice, intending to get to the westward, but was obliged to haul-to for the night, being both thick and dark; the ice also very cross and heavy. Ends, fresh breezes, very thick, reaching under easy sail until daylight. Lat. 71 deg. 45 min. N.; long. 158 deg. 40 min. W.

Sunday, 25 August.

All these 24 hours moderate breezes from the N. E. quarter; a.m., made fast to a heavy scone piece; commenced filling up the fresh water, filled about 10 tons. Noon, clear at times, got under way; made several boards amongst cross heavy ice; at 5 p.m., after boring through a heavy stream, got into the W. water, kept away S. S. W., S. W. and W. S. W., to keep the pack-edge along; but found it a good deal smashed up since last here, but still close a mile from the edge. Ends, fleeting fogs, showers of snow, hoar frost through the night. Lat. 71 deg. 23 min. N.; long. 159 deg. 27 min. W.

Monday, 26 August.

First and middle part, fresh breezes and cloudy, with fleeting fogs; wind from the eastward, running south-westward along the pack-edge, which appeared to be much broken up, and occasionally going through streams; a.m., while passing the stream points saw a number of walrus; this latitude seems to be about their furthest E. or N. E. route, for, with one exception, we have seen none until to-day; 10 a.m., rounded a point, hauled in N. W. and N. N. W. mag.; p.m., increasing breezes, in first reef the topsails. Ends, fresh breezes and squally, still going N. N. W.; lat. 71 deg. 30 min.; long. 163 deg. 47 min. W.

Tuesday, 27 August.

First part, fresh gales and squally, with showers of snow, wind N. E., reaching N. N. W.; 6 a.m., came in with the pack-edge, plied north-eastward into the head of the bight, but could get no further northward. There seems little chance of getting along this way, more than to the eastward. Ends, ditto weather, reaching south-eastward along the ice; no more N. E. bights here; a heavy pack, quite similar to what we saw upon the first sight of the pack, or rather flocs; lat. 73 deg. 15 min. N., furthest N. 73 deg. 19 min.; long. 163 deg. 35 min. W.

Wednesday, 28 August.

All these 24 hours moderate breezes, with fleeting fogs and showers of snow; got into a bight, had to fly out north-westward amongst streams and loose ice, occasionally lying-to for thick fog. Latter part, running southward amongst and through streams and cross-ice. This is a regular horseshoe bight, but the ice appears greatly wasted. Lat. 72 deg. 35 min. N.; long. 160 deg. 47 min. W.

Thursday.

All these 24 hours moderate breezes, attended with fleeting fogs and intervals of sunshine, sailing southward amongst streams and loose ice; saw a number of walrus, shot three fine ones. Ends, fresh breezes, running S. S. E., all st.-sails set. Lat. 72 deg. 23 min. N.; long. 163 deg. 32 min. W.

Suppose we are about looking for winter quarters. I am still of opinion that, if ever a north-east passage be made, it will be in-shore, and by small vessels, say, (Baltimore schooners), doubled with two-inch plank, draft of water not over seven feet.

(signed) G. A.

— No. 4. —

PROCEEDINGS of Captain *Henry Kellett*, c.B., of Her Majesty's Ship
 "Herald," and Commander *T. E. L. Moore*, of Her Majesty's Ship
 "Plover."

(A. to I.)

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 Proceedings of
 Capt. H. Kellett,
 c.B., and Com-
 mander T. E. L.
 Moore.

No. 4 (A.)

NARRATIVE of the Proceedings of Captain *Henry Kellett*, of Her Majesty's Ship
 "Herald," from May 1849 to October 1850.

Her Majesty's Ship "Herald," at Sea,
 14 October 1850.

Sir,

IN reporting to you my proceedings, for the information of my Lords Com-
 missioners of the Admiralty, since leaving Oahee on the 24th of May last, it is
 painful to be again obliged to communicate my want of success in gaining any
 satisfactory information of, or in rendering any assistance to, the missing expe-
 dition, under Sir John Franklin : that there have been no want of native reports
 of ships having been seen on the coast, the following letter, and the accompanying
 correspondence will fully show.

I made a very fair passage up to the Aleutian Islands, where we met with a
 fresh N. N. E. wind, with rain, which lasted many days. On making the Kam-
 schatka coast (23d June), I found it covered with snow, with every appearance
 of its having been a severe winter. Passing to the eastward of Behring Island
 (2d July), we were favoured with southerly winds, with clear weather, which
 carried us up to St. Lawrence Island by the 10th. In running across the Bay
 of Anadyr, I spoke an American whaler, the "America" of New Bedford; from
 this vessel I learned that about 200 sail were in this sea, and through the
 straits. Passing westerly of St. Lawrence, I met winds from N.W. to N.N.E.,
 and what is of very unusual occurrence, beat through the straits with moderate
 and beautifully clear weather; being able to see at the same time, Asia, America,
 and the Diomedea Islands, all clear of snow, with the exception of the patches
 in the valleys which never thaw; and in standing close under East Cape, found
 the coast perfectly clear of ice.

Here a native baidar boarded us; they were aware of the "Plover's" having
 wintered in Kotzebue Sound, frequently mentioning Commander Moore's name;
 these people had known him when wintering on the Asiatic side in 1848.

In running into Kotzebue Sound, we observed off Cape Krusenstern a very
 extensive pack of ice; I found the sound itself so encumbered with heavy floes,
 through which I threaded my way, that at midnight, seeing no opening, I was
 obliged to retrace my steps; the pack appeared to extend from shore to shore.
 Being in sight of Chamisso Island at the time, and within 12 miles of the
 anchorage, I fired a gun in hopes that the "Plover" might have heard it. Next
 morning, close to the edge of the ice, and distant 25 miles from Chamisso, I
 dispatched a cutter, with Mr. R. Maguire, first lieutenant, to endeavour to com-
 municate with "Plover." She passed a barrier of five miles through openings
 between the floes, occasionally unable to see her way, and then got into open
 water near Chamisso Island, where she found that vessel in readiness to depart
 so soon as the ice would allow her.

Fortunately for me the weather remained fine; for most assuredly had it been
 blowing a south-westerly gale, and thick, I should have run, and more than
 probable have got myself into difficulties; never having suspected the possibility
 of any ice being in this sound so late in the season. While becalmed it was
 curious to observe this extensive field breaking up and disappearing before its
 great enemy: the temperature of the water was 50 degrees, and the air 60 degrees
 Fahrenheit. A fresh north-westerly wind afterwards sprung up, with which
 I worked out, under easy sail, to the entrance of the Sound. (6 a.m. 16 July.)
 Having no ice in sight, I bore up for Chamisso to pick up my boat, intending
 to anchor as close as the ice would permit; to my astonishment not a particle
 was to be seen of that vast mass, which had but 30 hours before opposed a perfect

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 mander T. E. L.
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barrier to my entry; even all the shores within view were perfectly clear. I found the "Plover" outside, having weighed the evening of my boat's arrival; she followed me into the anchorage under Chamisso Island, where both came to at 1 p.m.

I was glad to find that her officers and crew were in such good health; although during the winter serious apprehensions had been entertained, as symptoms of scurvy had appeared in many, Captain Moore himself among the number. On the breaking up of the ice his vessel had many escapes, and at one time he had actually landed provisions, &c., fearing that something serious might happen. During the winter his officers were frequently detached exploring the country in the neighbourhood, Hotham Inlet, the Buckland River, Spafareif; they will have added much to our geographical knowledge in these regions.

One of these journeys is, I consider, deserving of more particular mention; it was performed by Mr. Pim, acting mate of "Herald" (lent for the winter to the "Plover"); he travelled across the country to Michaelouski, a Russian settlement in Norton Sound, accompanied only by a Russian interpreter and a native as a guide: he was 28 days on the road, and suffered much from want of food and fatigue; his patient endurance, however, and spirit enabled him to overcome all difficulties.

Commander Moore has, sir, no doubt, furnished their Lordships with the details of this interesting journey.

I received from Commander Moore the * two communications marked A 1 and 2, acquainting me with Esquimaux reports which he had received during the winter from the natives of Hotham Inlet, relative to the encampment to the northward of a number of white people (in the vicinity of Point Barrow it is supposed), and requesting my permission to proceed north to ascertain the truth of these rumours.

Having completed his vessel with the few articles of provisions which he most needed, I immediately dispatched him on this service, fearing it might have been Commander Pullen and his party, who, in attempting to return, had been obliged to winter on the coast; the natives having reported that the party they spoke of would be fallen in with further south, as they had been endeavouring to get that way. On the 21st July I left Kotzebue Sound for the north, and on the 24th sent two boats on shore at Cape Lisburne to erect a mark and bury information for Captain Collinson, this and Point Hope being the two rendezvous I had appointed with him from the Sandwich Islands. I then with a north-east wind stood to the northward, and made the ice, heavily packed, at noon on the 26th, in latitude 70 deg. 18 min. N., long. 167 deg. 48 min. W., 50 miles further south than we encountered it last year. Working easterly, I again made it on the 29th, in latitude 71 deg. 19 min. N., long. 162 deg. 57 min. W., and a third time within 20 miles of Wainwright Inlet.

Having now established the position of the pack, I bore up for Cape Lisburne (running over in my passage south the "Plover's" three rendezvous without meeting her), to endeavour to fall in with Captain Collinson's expedition.

On the morning of the 31st July, Cape Lisburne S. 50, E. 12 miles, we fell in with Her Majesty's ship "Investigator;" she had made a surprising passage of 26 days from Oahee; left it on the 4th July; cleared the islands on the 5th, passed the Aleutian Group by Straits of Amankta on the 20th; Behring Straits on the 27th; met "Plover" on the 29th, and "Herald" on the 31st; she steered a straight course and carried a fair wind the whole way.

From him I learned that Mr. Pullen had safely arrived at the Mackenzie, and that he had been ordered to proceed on another expedition, I saw from the printed copy of the Arctic papers with which Commander M'Clure supplied me.

Commander M'Clure being three men short of complement, I filled up the vacancies with volunteers from my own crew, all excellent men and healthy. I wished him to take from me some provisions, but he was perfectly full; he had at the time vegetables on board, and their last bullock had been killed but a day or two before; his men were in excellent health and high spirits; I went all over his ship, and was highly pleased with the comfort and cleanliness below; indeed

* Not printed, the information contained therein being comprised in Commander Moore's Narrative and Journal. See No. 4 (B.) and No. 4 (C.)

See Enclosure 1 to
 No. 4 (B.)

indeed with the whole ship; everything appeared in its right place. Commander M'Clure did not much extol her sailing qualities, but spoke in high praise of her capabilities for taking the ice, with which intention he parted from me at midnight, with a strong N. E. wind, and under every stitch he could carry.

He must have made the ice next day (1st August) in about the same position in which it was first made by me. He was seen again by the "Plover" on the 5th, in latitude 70 deg. 44 min. N., longitude 159 deg. 52 min. W., steering to the north with a strong S.W. wind; they could only communicate by exchanging numbers.

I continued to cruise off Cape Lisburne expecting daily to meet the "Enterprise." On the 13th August "Plover" hove in sight with Commander Moore on board; his legs were so swollen by exposure to the cold, that he was but just able to hobble on board "Herald." His letter (A. 4)* will acquaint their Lordships as to how far he reached to the eastward of Point Barrow, and of the reports he found current in that neighbourhood.

My reasons for not acquiescing with him in sending another boat expedition to the "Mackenzie, (to follow up and investigate these reports) were,

In the first place, I am of opinion that these reports have been entirely created by the anxiety of all on board the "Plover" to obtain information, which has caused the natives to be fully aware of the subject on which the strangers wished chiefly to be informed. The Esquimaux are quick, and where it is likely that their natural cupidity would be gratified, are ever ready, can they but get a lead, to exercise their ingenuity by inventing a story. In Commander Moore's letter (A. 3)* it will be seen that it was after he had made the chief of the Hotham Inlet tribe perfectly understand the object of "Plover's" wintering in those regions, that the majority of these reports were received; only one, on which not the least reliance was placed at the time, had been reported previously; every American ship which passes through these straits (said to number about 80) is furnished with instructions relative to the missing expedition; in fact, the whole of the small extent of coast accessible to ships is, at this moment, alive with native reports.

In Commander Moore's letter (A. 4)* it will be observed that at Wainwright Inlet he could get no intelligence, although he made every inquiry after the missing ships; that the natives followed him along from the inlet, and that at Point Barrow they had the story ready. From the chart before alluded to, made by the native woman in Kotzebue Sound, it was supposed that the Kopak was either Point Hope, Wainwright Inlet, or Point Barrow, all of which places have been respectively visited this season.

The natives at Point Barrow told Captain Moore that they had not actually seen either the ships or the graves themselves, but that they had learned the story from some natives who come from the Kopak, with whom they meet to barter at a place distant from Point Barrow, ten sleeps or days' journey (about 25 to 30 miles each). From this he now infers, that the Kopak must be situated a little to the westward of the Mackenzie.

Secondly, all these reports refer to the autumn of 1848, therefore should there be any truth in them, Commander Pullen must have unravelled them in 1849.

From the Arctic papers published by their Lordships, I see that a party from the Mackenzie was actually examining that part of the coast where they report the Kopak to be; therefore, an expedition of 20 persons would have embarrassed them for provisions, as they could not possibly have returned this season.

At Point Barrow must have commenced their search, where they might have arrived by the 20th of August, which would have left them but barely time to run to the Mackenzie without making any search, and would in fact have been doing nothing. Even so early as the 11th August, Simpson in speaking of this same journey says, "it was a subject of unavailing regret, that the great distance of our wintering station rendered it impossible to spare a few days for the examination of this interesting and magnificent stream" (Colville).

With respect to wintering at Point Barrow, it would have been a most eligible position for "Plover," did it possess the advantages their Lordships wished, namely, a positively safe harbour, and one accessible to any ship that might

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might be sent to relieve her. To have placed her there with only 14 months' provisions, it would have been necessary for a ship to have been sent to her next year with supplies; and could she not have come south (which is not at all certain) her people would have had to be withdrawn, as the nearest approach to her would have been from the Seahorse Islands, a position too distant for the boats of any man-of-war to transport the provisions and stores necessary for her supplies; and had anything happened to her, she would have been entirely destitute of resources to fall back on.

Their Lordships direct that should no position be found south of Wainwright Inlet (into which place eight feet was all that could be carried this year by Commander Moore), she was to be placed in Kotzebue Sound. Commander Moore's letter (A. 6)* will inform their Lordships why that has not been done; he states that "he could not winter there without almost certain destruction;" indeed, from the opinion of the ice masters, I had serious apprehensions for her safety last season,

In my opinion Grantley Harbour is the only place, south of the straits, in which the "Plover" could be of the least assistance as a depôt; I considered also, that did either of Captain Collinson's ships touch there, not having been able to penetrate easterly, they could have wintered, and filled up for their next year's voyage, from the depôt which I should be enabled to leave there.

After dispatching the "Plover" on the evening of the 15th August (Enclosure), I continued to cruise off Cape Lisburne, where I placed on the 19th further information for Captain Collinson. The natives had removed my first deposit, but I knew that had another vessel arrived they would have presented the paper to her; all of them are now aware of the value of paper, and are most anxious to be possessed of some, invariably looking to see if it contains writing.

On the 25th I landed at Point Hope, where I found, untouched, the bottle deposited by "Plover" on her passage north; I erected a more conspicuous mark, and buried a bottle with further information.

Being now thoroughly convinced that "Enterprise" had passed, I made sail for the straits with light northerly winds, with the intention of going to Michaelouski, Norton Sound, to personally investigate the reports brought from that place by Mr. Pim during the last winter (C).

When 30 miles off East Cape, on the 27th, we communicated with the American whaler "Margaret Scott," of New Bedford, a full ship, bound southerly; no news. I sent the assistant surgeon on board to visit her sick. Passed the straits at 9 p. m., in a moderate gale, and next evening was becalmed within 10 miles of Sledge Island, and arrived off Egg Island (Michaelouski) on the morning of the 31st. It being calm, I left the ship in a cutter, accompanied by Mr. Woodward, purser, Mr. Seemann, naturalist, and Mr. Pim, acting mate.

On my arrival at the redoubt, I was excessively disappointed, after taking my ship into this very exposed sound, to find that the chief and his second†, those who gave Mr. Pim the information, had both left for Sitka, taking with them every paper and letter. The present chief is from Kodiak, speaks nothing but Russian, and is entirely unacquainted with the country. On asking him what further he knew of the reports promulgated by his predecessor, he told me he knew of none; he was not aware of any white men being in the country; that none of their people were killed last year; in fact, that Gusef (the former chief) had left him without any information whatever relative to them.

I then interrogated our former interpreter, who had been Mr. Pim's medium of communication; he said that Gusef had received a letter from Derabin subsequent to Mr. Pim's departure, but had not heard that it contained anything particular. On asking him concerning the double-barrelled gun, said to have been bartered by the Indians, he said he knew an Indian who had seen one, and some clothes.

On my former visit to this place in 1848, a report, obtained through the same interpreter, was current, of six Americans being in the interior; and among the Esquimaux of Kotzebue Sound, the same year, a similar one was likewise in circulation. I can only account for the Russians spreading them by the belief that some one must be in their vicinity purchasing furs, the quantities annually brought to the fort having during the last two years diminished more than one-half.

* Not printed, the information being comprised in Commander Moore's Narrative. See No. 4 (B.)

See Enclosure 3 to
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† Gusef and Yakoff.

half. They could not be persuaded by Mr. Pim but that the "Plover" was trading; these suppositions have however been entirely set aside by my visit. It is quite possible that the "Plover" may have interfered with their trade, the natives finding they could obtain from her all they wanted for fish and venison, articles much easier obtained than furs, and disposed of without going so great a journey. On relating to the chief the account brought by Mr. Pim, that he had not heard or knew anything of this, but that he had received instructions from the Governor-general at Sitka to render every assistance to any officer or men employed in searching after the missing ships, and endeavour by every means to obtain information of them and relieve them. I had rendered into German, by Mr. Seemann (naturalist), the notice from the Arctic papers (page 97, No. 8 F.), in expectation of getting it translated into Russian by Kakaff. He had left; there is, however, a man at Derabin, who will be able to do so. I also gave him a letter I had from Baron Brunow, addressed to the governor of the Russian colonies; this settled all doubts; he told me he was going to Derabin as soon as the frost set in, and that should any reports with sufficient foundation exist, he would send an expedition to unravel them; also, that he would communicate with the "Plover" in the spring.

The redoubt of Michaelouski is situated in latitude 63 deg. 28 min. N., longitude 161 deg. 51 min. W., south side of Norton Sound. There is shelter for vessels of light draught in the bay in which it stands.

This redoubt supplies annually two forts, and one or two fishing posts in the sound with goods. The most distant and most northerly fort is Derabin, situated near the head waters of the Ko-ikh-pak which falls into Norton Sound, a short distance to the west of Michaelouski Redoubt; its position in latitude and longitude is unknown; a launch leaves Michaelouski in the spring with goods; it takes her 35 days to reach this fort and 15 to return; by winter travelling it may be reached in six days from a fishing establishment called Gregora. The other fort is called Kalmakoskoi, and is situated to the south-eastward of Michaelouski, five days' journey on another river falling into the sea west of the redoubt.

These are the only places supplied by the fort; they know of nothing of any post on the Yucon, or of any establishment in or near Kotzebue Sound.

From our former interpreter, and also from the one at present on board the "Plover," both of whom have been to Derabin, I learned that the Lek-kho is the actual head waters of the Ko-ikh-pak, and not, as was previously supposed, a river on the other side of the mountains, falling into the Arctic Sea. It is, however, difficult to get any of these interpreters to perform their offices faithfully; they will neither propose the questions you wish, nor return the exact replies.

I sailed from Michaelouski the same evening, and arrived at Port Clarence on the 5th September.

I found here the "Enterprise" and the "Plover," the latter already inside Grantley Harbour, preparing a house for the reception of her provisions, the former on shore, having grounded in attempting to enter Grantley Harbour. With every assistance we could give her they failed in getting her off that evening or the next morning.

They commenced to lighten her, which was done before the evening tide, of more than a hundred tons, when she went off without damage of any kind.

They were obliged to heave her astern, and with the bower chain, as she had no stern-holes, some difficulty and delay would have been experienced in doing this had it not been for the ready resource of Mr. Skead (her second master), who placed a small anchor in the port, the arms and shank making a perfect lead for the cable.

The "Enterprise" being re-stowed sailed on the morning of the 14th September, but being unable, from the strength of the north winds, to pass through the straits, anchored under Cape York on the evening of the 16th. The wind moderated on the 17th, and on the 18th she had a fair wind through. All hands were now employed in erecting a storehouse, landing provisions, removing the officers and men considered by the medical officers as unfit to remain in the "Plover" on her extended service, of whom the greater part had, during the last winter, showed symptoms of scurvy. Her complement I have completed to 40 persons (including the interpreter), with volunteers, many of them the best men, and all the healthiest from this ship.

Commander Moore considered his crew should not be further decreased; the natives here are so numerous, certainly not so trustworthy, and more independent in their manner than the natives of Kotzebue Sound. We were visited by

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* Kanyekt.

a great number of them; on these occasions many acts of pilfering were committed, and as yet they have not been accompanied by their women.

Their principal establishment, which is said to occupy a large space on the banks of the river *, falling into Grantley Harbour, is called Kavyiak, distant a day's journey from the "Plover's" anchorage.

I wished to visit this place, and proposed to the chief doing so; he promised to come for us, but, failing in his agreement, I would neither go myself or permit any other boat to go near them.

By having the chief or his son to accompany him on his first visits to these native establishments, Commander Moore has hitherto been most successful in his dealings with them, having been on the most friendly terms both at Owrel, on the Asiatic side, and in Kotzebue Sound. I entertain no doubt of his being equally successful here.

On the 21st September, the "Plover's" house being finished, her provisions all landed and stowed, and the ship herself dismantled, I endeavoured to get away, but being becalmed I was obliged to anchor. On the 22d I again tried; and finally, on the morning of the 23d, left Port Clarence with an increasing breeze from the northward, which by 4 p. m. reduced us to close-reefed maintopsail; hove to 50 miles north of the east end of St. Lawrence Island. Next day at noon we passed east end of St. Lawrence Island, with light northerly winds, which shifted during the night to the eastward; by the morning it blew a gale, rendering it necessary either to heave to, or scud; I chose the latter.

The following morning (26th), the gale having lightened, we had just made more sail, when Charles Kennedy, A. B., fell overboard from the main rigging, striking the chains (it is supposed) in his fall; the ship at the time was running eight knots. The life-buoy was immediately let go; sail promptly shortened; the ship rounded to the wind, but all was of no avail; neither man or buoy could be seen. To have lowered a boat in the sea then running would have been to sacrifice her crew. Besides the gloom which the loss of a man invariably spreads throughout a ship, this was the more distressing, as in a period of nearly six years, in all our gales, this was the first fatal accident that had happened to us.

At 8 p. m. on the 28th we passed the Aleutian chain by the Strait of Amoukta, in a fresh gale, at north veering westerly, which carried us into latitude 33° N., longitude 155° W. by the 9th of October, where we have met light southerly winds and calms, with extremely hot weather.

This season, to the north of Behring Strait, has been, as far as my experience goes, unusually fine; the latter part of July, until the middle of August, remarkable for the prevalence of strong north and north-easterly winds, which brought the ice further south, but at the same time cleared the coast of it.

In the beginning of May there was a solid wall of ice from Gore's Island to Cape Thadeus. July 1st, the bay south of East Cape was full of ice, and on the same date, from East Cape to Serde Kamen, a compact body of ice. Ice drove north. Whales followed it up close. The furthest north any whale-ship has reached this year has been 70 deg. 30 min., and that on the American coast. The part of the sea clearest of ice has been the meridian of 171 degrees.

The Bay of St. Lawrence is much frequented by the whalers, both in going north and in returning south.

I have transmitted for their Lordships' information every document in any way connected with the Behring Straits' expedition during the present season, that they should be in full possession of the means of judging of their importance, and have given them in detail my views and opinions respecting the reports therein contained, to prevent that apprehension and anxiety in the minds of those so much interested, which I consider an unexplained promulgation of them would be calculated to excite. I have at the same time transmitted a copy of my private letter to Captain Collinson from Oahee, in which they will see my opinion as to the route he should follow on his voyage towards the straits. He will have placed much weight on my experience, and has, I now feel, prolonged his voyage by it. He left it an open question with Commander M'Clure, who made a straight course (the proper one I now consider to be, pursued up to the end of August), and succeeded in making a wonderful passage, passing from the south side of the Aleutian chain to Cape Lisburne without making land. Although I have been painfully unsuccessful in the object of my voyage, I hope for their Lordships' approbation of the manner in which I have endeavoured to carry out their views and wishes. We are now on our voyage home; how much more happy would it have been had it pleased God to have made us the means

of

See Enclosure to
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of extending succour to the missing ships, in which many of us have old shipmates, and very dear friends.

Had it been vouchsafed to us, I feel certain that by the ability, assisted by the untiring zeal of my officers, and the uniform good conduct of my crew, that I should have given a good account of the resources over which they have honoured me with the command.

In conclusion of this my third voyage to the Arctic sea, and return to the tropics, I have felt it my duty to thus soon place their Lordships in possession of my estimate of the conduct of my officers during the protracted service, by writing a separate letter in their behalf.

The Secretary of the Admiralty,
London.

I have, &c.
(signed) *Henry Kellett*,
Captain.

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The "Herald" arrived at Honolulu, Oahee, on the 16th of October 1850, after a good passage of 23 days from Port Clarence. Should their Lordships wish to communicate with me previous to my return to England, a letter would probably catch me at the Cape of Good Hope.

Note.—The vessel which conveys this to Hong Kong sails to-day, the 17th, at noon.

Enclosure to No. 4 (A.)

My dear Collinson,

"Herald," Oahee, 20 May 1850.

I HAVE left here for you, tracings of everything we have done that could be useful to you. Everybody has been anxious to contribute. Two tracings of Wainwright Inlet, one of the survey of, and the other the eye sketch and position of the ice when we first made it. This would be a good place for the "Plover," and she could be got there had she the assistance of your steam launch, to land the stores as we lightened her. I have left here for you also four tons of coals, which you can either take or not, as you like. They are at Mr. Robinson's building yard, in bags ready for taking on board. There is no wood.

When you leave this you will of course run to the (southward) leeward of the island, giving it a wide berth of at least 20 miles, for fear of calms. At that season you will, however, have less chance of meeting them. Keep to the southward of the parallel of Bird Island in making your westing, and do not haul up for the south points of Kamschatka until you have got at least as far west as Beechey went. You cannot follow a better track. Sighting the coast of Kamschatka, run from cape to cape of its coast, passing to the westward of St. Lawrence Island.

Should you have a day or so light wind there, you will find the natives most friendly, and you may procure a good supply of reindeer. It was here the "Plover" wintered in 1849; you have got a tracing of her harbour.

Leaving St. Lawrence, pass by all means to the westward of the Diomedea Islands. Although Beechey recommends the eastern passage, it is neither so wide or so safe. East Cape may be passed within a quarter of a mile, whereas Cape Prince of Wales has a shoal running off it, not well defined in its limits.

If you should be obliged to pass through the Aleutian Group, by all means prefer the Straits of Sequam (Amoughta); they are wide, safe, and free from races, which none of the others are. I have passed through them. You will find a very good description of them in the book which I have left for you, translated from the French by Mr. Woodward, purser of this ship, for your expedition. I have now got you into the straits; of course you will not attempt to enter Kotzebue Sound; should you do so, leave a bottle for me 10 feet magnetic north of the pole on the top of Chamisso. Let this be an arrangement between us: 10 feet magnetic north from a pole, or the centre of a pile, will be always the place to look for information; unless, indeed, instructions are cut or painted on some conspicuous rock or bluff.

On the very western extreme of Point Hope, I shall leave a mark and bottle for you, and shall consider this as our principal rendezvous; but if you cannot wait, more than probable I shall fall in with you off Wainwright Inlet, where I shall erect an enormous mark on Point Collie. After that everything will be

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uncertain. Close to Captain Beechey's "Asses' Ears," in a bay to the southward and west of Cape Lisburne, I placed a mark and left a bottle last year. I shall also leave a bottle there for you this year.

That you will be very late is beyond a doubt. You can hardly reach the ice before the middle of August; at that time there is a very considerable breaking up of the season. These seas may be navigated by a jolly boat in the months of July, June, and part of May, but in the month of August I experienced strong and frequent gales, with a very short uneasy sea.

The weather improves again early in September. In Kotzebue Sound, at this season, easterly winds prevail, with beautiful weather. At the end of this month the winter commences and sets in rapidly. Some time in November the sound freezes over (so say the natives here), and no doubt this is the case much sooner further north.

I have sent you "Nancy Dawson's" track round Point Barrow, Mr. Martin's journal in command of my launch, and some remarks by Mr. Pullen and Sir John Richardson, to show you the different opinions there are relative to the natives.

My opinion is, that where women are present there is hardly ever any fear of an attack from savages. The Esquimaux, whenever I have come in contact with them, have been most friendly. Nothing, in fact, could exceed their endeavours to please and assist, when I traced the "Buckland," where they were associated in great numbers; and what is more extraordinary, that, with the exception of some petty pilfering at Wainwright Inlet, there was not committed an act of theft all the time we were among them.

Your object being to get to the eastward, it is to be considered which is to be the best route. To pass round Point Barrow appears to be the most practicable; last year I think you might have succeeded in doubling it. From all we know, and from the native account, the ice collects and packs heavily on Point Barrow, open but for a short time, and not every year.

By their accounts there is every year a boat passage to the great river (Mackenzie) from Point Barrow. You will see by Mr. Martin's journal that they saw broken water to the north and west of the point. The yacht was pressed on to the shore, but the ice grounded and she escaped; something similar to what happened to Beechey's barge.

Should you be enabled to double this point and escape the shoal water, we will see you return by the Atlantic (by God's blessing, with our friends in company), as I do not consider you can return by the west.

The mouth of the Mackenzie may afford you shelter for the winter, or, still better, one of the numerous islands east of its entrance. I believe that the vicinity of a river is to be by all means avoided as a wintering station. The ice, I see, was once completely forced over the island on which Fort Good Hope was situated; it is now shifted to the main.

From this position you could easily, in the early spring, send your parties, who would do much, knowing they had their house close to them: very different from Sir John Richardson's party, who could not arrive at the coast until a considerable portion of the season was spent, and were obliged to relinquish their search early, so as to reach shelter before the winter set in. Should you fortunately get to this position, you would have the means of communication with England.

From this to get you into the Atlantic: I feel certain that ships of your size could not pass by the route of Simpson; it is obvious, therefore, that you would be obliged to get directly north, so as to avoid Victoria, Wollaston, and Banks, which may be all one great land, or a mass of islands. By this route, also, you would almost ensure your friends not being to the westward of you.

You are now at Parry's Island; get home as fast as possible by his old track. By following the coast you will be exposed to being beached; almost impossible to avoid it. When east of Point Barrow, anchored under a sandbank off Dease's Inlet, the boats had no ice in sight, with a fair wind and a strong easterly tide. I have no faith in the sea being very clear for any time by the fact of not seeing ice; for in these seas at least packed ice cannot be seen in clear weather more than 10 miles from a ship's mast-head.

As for a polar basin, there may be one, but well filled with lumps of ice. Wrangel's always coming to open water proves nothing, from the circumstance of ice not being seen for a greater distance than 10 miles. Arctic voyagers can tell

tell you when they are approaching ice at a considerable distance by the blink, and also, when near the pack, of open water by the sky. I have seen myself the blink very plain, one dark night, off Wainwright Inlet; but then I do not think I was more than 10 miles from it. I have tried also to fancy I have seen a water sky.

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I am not trying to make you believe that these appearances are humbug, but that they may be carried too far by an imaginative mind. As an example, a man I had on board as icemaster, who had been a long time in the Greenland trade, quite seriously came to report to me, while at anchor in Kotzebue Sound, that he had been to the mast-head, and could distinctly see the blink off Cape Krusenstern; that he thought it was nearer than that, but that he was positive the pack was resting on that point, distant more than a hundred miles. Some days afterwards we passed without seeing a particle of ice.

Another plan you may follow: make the ice west of Point Barrow; follow it westerly, and northerly when it will permit you; as you will be able to pass through streams of ice and broken packs, you will get a long way north.

I consider that when the sea is open, clear water will be always found on the meridian of East Cape further north than in any other; that is, when Point Barrow and the coast of Asia are encumbered, a clear channel will be found near this meridian, leading, more than probable, to a terra incognita.

You will see by my track how I was led that way, and might have reached, I am convinced, a more northerly position, but that a blink was reported south of me. It would not do, although we have hard sides, to run the risk of being nipped or losing our chains, which we should do the first jostling match we have with the ice.

If you do not find land, you will be exposed to wintering in the pack. The land I discovered I am convinced you might reach, but it would perhaps be too far west. There are harbours on the coast of Asia, south of Cape North (the one Cook entered, for instance); there you might winter this season. Should that prove a bad position, you might go through the straits and winter in St. Lawrence Bay, Emma's Harbour, Point Tchaplín, or a better position than either, Grantley Harbour. You will bear in mind, however, that in wintering in any of these ports that a vessel choosing her time for leaving the Sandwich Islands will always get into Behring sea long before a vessel wintering in any of them is clear of the ice. The "Plover," within 40 hours' sail of Kotzebue Sound, having cut through 1 $\frac{1}{2}$ miles of five-foot ice, only reached it 20 hours before me, touching at and getting on shore at Petropaulski. I could have arrived there a month before, but that I had a long passage, and left late in the season.

I do not think your vessels can winter in Kotzebue Sound; although Sir James Ross speaks of its many well-sheltered coves, it has none for you, and none with more than eight feet water. Captain Beechey says that a vessel would require, to enable her to winter there, good anchors and cables; for goodness sake don't try that, for were your anchors and cables to hold, the ice would pass right over you.

I have endeavoured to give you all the information I possess, and have also freely given you my opinions; you certainly have a difficult and arduous task to perform, but all that zeal and ability can do, you and your companions will, I am assured, accomplish. But what is zeal and ability without God's assistance? That He may grant it you, that you may all return in health, to make glad the hearts of your own friends, and to receive the blessings of the relatives and friends of those of whom you are in search, is the earnest wish and prayer of

Captain Collinson, C. B.,
Her Majesty's Ship "Enterprise."

Your sincere Friend,
(signed) *Henry Kellett.*

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 C.B., and Com-
 mander T. E. L.
 Moore.

No. 4 (B.)

NARRATIVE of the PROCEEDINGS of Commander *T. E. L. Moore*, of Her Majesty's Ship "Plover," from September 1849 to September 1850.

Her Majesty's Brig "Plover," Grantley Harbour,
 Port Clarence, 2 September 1850.

Sir,

I HAVE the honour to communicate to you, for the information of the Lords Commissioners of the Admiralty, an account of the proceedings of Her Majesty's brig under my command, since the September 1849, which I trust will meet their Lordships' approbation.

Her Majesty's ship "Herald" having sailed on the morning of the 29th September (1849), I commenced to dismantle the ship and secure her in the best manner the nature of the place would admit. To effect this purpose the sails were unbent, the running gear unrove, and the great bulk of the more weighty provisions and stores taken on shore and lodged in a house built of driftwood. By these means, and taking advantage of spring tides, I was enabled to place the vessel to all appearance in security in 12 feet water, with an anchor ahead to the N. E., and the hempen and chain streams astern, with a kedge and stream anchors. The stem being the strongest and most protected part of the ship was thus placed to seaward, as I conceived that to be the direction whence any danger of pressure from the ice was to be apprehended.

It was not until the 17th of October that the temperature of the air fell in a remarkable degree, when ice began to form in the bay, rendering it necessary to have the boats hauled up and securely housed for the winter. On the 20th the ice, which was just strong enough to bear a man's weight, apparently yielding to the combined force of a rising tide and a heavy squall from the westward, set out from the bay, dividing upon the stream cable and rudder, and rolling the vessel from side to side in its passage, but producing no further injury than ruffling and fraying the edges of the sheets of copper, with which it came in contact.

On the 23d the ice had again formed permanently in the bay, and I set about "housing in" the ship, which I was enabled by the plentiful supply of drift wood in the neighbourhood, to make much more complete than in the previous winter.

Although the ice was firm in the bay, it was not so for some considerable time in the offing, being frequently broken and thrown into hummocks of great height off the more prominent points of land, and in those places where the strength of the tidal stream seemed greatest. In the meantime a large stock of firewood had been collected and stacked in a convenient place, an observatory built on shore, tide pole erected, &c., and all other necessary arrangements made for employing the leisure hours of the crew by such means as were calculated to instruct and amuse.

The reduction of the number of the ship's company by the absence of Lieutenant Pullen's party, and the less social disposition of the natives here (in Kotzebue Sound) than on the Asiatic side of the straits, unavoidably tended in some degree to circumscribe our resources, but not to lessen the cheerful confidence with which our second winter was encountered.

Whilst the bay was yet navigable I took the opportunity of visiting the natives residing upon the Buckland River, for the purpose of more completely gaining their confidence, with the hope that they might be prevailed to hunt for us, or prove themselves otherwise useful to us during the winter, and I have good reason to believe I have been successful to a considerable extent.

During the months of November and December the ship was visited by a large number of natives, from time to time, bringing with them small quantities of reindeer and fish (especially the latter), which they readily bartered for tobacco. These supplies, though limited, proved sufficient to enable every one to enjoy the close of the year with something of the comfort appropriate to that time, besides which the voluntary exertions of the officers were not wanting in the production of plays and other amusements, so highly conducive to health, and calculated to ward off the depression of spirits so liable to afflict men thus circumstanced, if left entirely to their own resources: indeed, I can look back with unalloyed pleasure on the unfeigned enjoyment of the crew at that season,

which

which was more especially observable on Christmas-day, on which the men, following the practice of the preceding year, dined together at one table on the upper deck.

Among other sources of occupation and healthy excitement during the months of November and December, was the migration of numerous herds of reindeer to the southward, in pursuit of which parties were repeatedly allowed to leave the ship, whose efforts, however, were not crowned with success, owing to the fleetness of these animals, the openness of the country, and the want of previously arranged plans of concealment, from which they might be surprised.

Early in the month of December I had sufficient confidence in the peaceable manners of the natives to allow some of the officers to visit a chief's village at the entrance of Hotham Inlet, hoping by that means to gain intelligence of Sir John Franklin's party, who might be heard of along the coast, as well as extend a friendly feeling toward us as far as they had communication with neighbouring tribes. Hearing of an old chief at that place, represented as a man of great influence among these people, I paid him a visit in January, although the temperature was then 35 deg. of Fahrenheit. I found him exceedingly attentive and desirous to cultivate a good understanding with us, promising to forward my views to the utmost.

Whilst yet at this place several natives arrived from some distance to the northward to barter; they at first wished me to accompany them back to their country, but on some of my party expressing a willingness to go with them, the chief and his people displayed a most decided reluctance to permit it, enumerating the difficulties, privations, and the dangers attending such a journey, and at the same time endeavouring to persuade the strangers not to visit the ship; and in this eventually they were successful.

Similar journeys, for the express purpose of meeting northern natives, were performed on the Spafareif River, as well as the village to the north and east of Hotham Inlet, where an equally good reception awaited all visitors; but beyond these points it seemed difficult to penetrate, the chief difficulty being our inability to induce the natives to act as guides to the habitations of the distant tribes. Thinking some information relative to Sir John Franklin might be obtained at the Russian Fort Michaelowski, in Norton Sound, I availed myself of the proffered services of Mr. B. C. J. Pim, acting mate, to communicate with that place. In this journey the principal obstacle was the hinderance of the natives, shown in unwillingness and delay in supplying the necessary food for the dogs.

From these journeys, and some of the natives who visited the ship, I have heard several reports of strangers visiting this country to the north, in boats or ships, which it will be necessary to enter into more at length.

The first report I received in the month of November 1849 from a native of the Buckland River, who stated that two ships as large as the "Plover," and resembling her in the number of masts, &c., had, in the course of the summer of 1848, stood in-shore to the eastward of Point Barrow, and were visited by some Esquimaux in a biadar; and that after they had been on board a short time the water shoaled, when the vessels put about to the northward, on which the natives left them; after this they were not again seen. This report was said to have been brought during the summer of 1848, by a native who had actually been on board one of the vessels, and who, they told me, visited Kotzebue Sound every summer; but although constant inquiries have been made this year, nothing more could be elicited respecting him.

On the 30th of April Mr. Pim returned from Michaelouski Redoubt, bringing a report from the Russian authorities at that place, to the effect that in the summer of 1848, a party of people, consisting of two officers and ten men, were on the north coast of the continent, with two boats; that they were in some degree of distress, and that they had bartered their arms, &c. with the Indians for flour and other provisions. This intelligence had reached Michaelouski in consequence of their bartering with the natives having interfered with the traders at a Russian trading post on the river "Ek-ko" (so called by the Russians), but which I take to be the Yucan or Colville River. The communication between Michaelouski Redoubt and this place is said to be effected by means of light boats ascending a river at the head of Norton Sound, called the Ko-iak-pak, and crossing a mountainous ridge, and then descending a tributary of the Colville to the post. The Admiralty polar chart confirms the practicability of this means of communication.

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On the 1st of May 1850 four natives arrived from the northward, one of whom had visited the ship several times before, and appeared perfectly to understand the mission on which the "Plover" has come to this country. He said that he had been travelling a long distance up the River No-a-tok (a stream of 100 yards wide, and bordered thickly with pine trees, by Mr. Martin's (second master) account, who visited it in the month of February 1850, for the purpose of obtaining intelligence of the missing ships), which falls into Hotham Inlet, north of the opening of that sheet of water into Kotzebue Sound; that he there met a party of natives, who told him of a vessel and a number of people "like ourselves," who were a long way to the northward, with whom they had bartered for knives, beads, and tobacco. This man's description of the country, and a chart he drew, led me to believe that the place indicated to be somewhere near Point Barrow. In proof of his assertions he brought a wooden model of the blade of a knife, which the natives had bartered from the strangers, marked with a cross or dagger near the haft.

My anxiety on receiving this report was very great, as beside the chance of any of Sir John Franklin's expedition having reached any part of this coast, I dreaded the possibility of Lieutenant Pullen's having attempted to return to this ship at a later period of the season, and being detained by unavoidable difficulties on the northern coast. As the only means of relieving my anxiety on this point, I sent Mr. Thomas Bouchier, acting second master, to the chief's village, to ascertain what reliance might be placed on the report, and what possibility of effecting a communication. On his arrival there, the chief's eldest son, by far the most active and intelligent of his tribe, made every inquiry regarding the report; after which he assured Mr. Bouchier that there was no truth in it, but made up with the hope of obtaining the large reward of a musket and a quantity of tobacco I had offered to any native who brought the proof that he had fallen in with any strangers "like ourselves."

He also told Mr. Bouchier that the place where these people were was unapproachable, except by sea.

Notwithstanding this opinion of the chief's son, there were others of the tribe who maintained the truth of the report.

These rumours made me still more anxious for the breaking up of the ice; and the small patches of land, as they appeared, and slowly increased by the melting of the snow in May, were watched by us all with the most intense interest. During this and the preceding month the ship was completely rigged and freed from the immediate contact of the "floe," by sawing to some distance around. In June the ice was much thinned, becoming rotten in many places near the shore, by which I was enabled to move the ship a short distance ahead into deeper water. On the 22d of June some slight movement of the main floe was observed to take place, which subsequently increased with each succeeding tide, but without seeming to lessen the quantity of ice about us. The cause of this is, I think, sufficiently apparent. The Buckland, and rivers of a smaller size, at this season already completely thawed, and considerably swollen by the draining of the land, presses the ice in Escholtz Bay on towards the sound, where it is subject to frequent checks by the flowing tide and westerly winds; thus keeping the passage completely blocked up, until very little ice is left in the bay or the sound. As the bay cleared a little, giving the ice more play, the ship became much hampered, requiring the utmost vigilance to prevent her being pushed high upon the beach, or overwhelmed by the pressure of floe upon floe, frequently depending for her safety upon the anchors and cables; and when the former, losing their hold in the ground, allowed her to drive, they still had the effect of keeping the stem to the pressure, to which I conceive her safety was owing. It would be difficult to convey an adequate idea of the slow but irresistible force of floe backed by floe to the distance of several miles to the north-eastward, becoming greater by accumulation at every resisting point. On the 25th of June the ebb-tide of both morning and evening thus forced the ship on the ground, but the anchors still kept the bows in the direction of the pressure; the floes of 3 to 4 feet in thickness, rising along the inclined plane of the cables, then splitting to the distance of several hundred feet ahead, were crushed beneath the stem, or thrown outwards off the bows, then passing astern piled in broken masses of 12 to 15 feet in height along the shore of the bay. Each time as the force of the ebb tide ceased, the ship was with infinite toil brought out to deeper water, to be again brought into the bay, or grounded by the succeeding ebb. Thus daily harassed, I remained waiting
 any

any chance of open water until the 12th of July, when I was enabled to get as far as the anchorage at Chamisso, to find the sound still filled with ice.

Whilst surrounded by the many dangers and difficulties which I have but vainly attempted to describe, I cannot too highly commend the indefatigable exertions of Lieutenant Edward J. Lloyd Cooper, whose valuable assistance to me on several trying occasions merit my warmest approbation; and it is with great pleasure that I have the honour to bring him under their Lordships' notice, as an old officer, whose career through the service has been marked with strict attention to, and zeal in all his duties.

The amount and nature of the injury sustained by the hull of the vessel is sufficiently apparent, but not of a kind to interfere with her efficiency for service, being chiefly confined to the copper sheathing, many sheets of which are completely torn off, below the water line, and others partly so, but the doubling beneath does not seem to have sustained more than an immaterial bruising of its surface; the midship section on each side is bilged, apparently about three-quarters of an inch, and all the whelps of the windlass broken in the wake of the bolts by the strain of the cables.

The health of the men was much better during the beginning and depth of the winter than might have been expected; but in the spring scorbutic appearances were observed by Mr. John Simpson, assistant-surgeon, which were soon removed under his skilful treatment. In the month of April these appearances were general, languor and bodily weakness being observable among the greater number of the men while at work on deck. Under these circumstances, at the recommendation of Mr. Simpson, I directed the issue of salt meat, hitherto used four days a week, to be suspended, and in lieu, issued an increased allowance of preserved meats, with a due proportion of vegetables and other articles of diet, to be given. At the end of a fortnight I had the pleasure of seeing the sick list much reduced, and the whole crew manifestly much improved in strength as well as in looks, and whilst congratulating myself on this improvement, I was enabled to barter a large quantity of venison from the natives residing on the Sparfareif River. This welcome supply was issued at the rate of two pounds per man each day in place of the preserved meats, and proved a most beneficial variety in the provisions, so that by the end of May the health and efficiency of the ship's company may be said to have been restored.

I have omitted to allude to the individual journey and arduous services performed by the officers and men under my command during the past winter, in consequence of their results not always bearing directly on the subject of the expedition, whilst it is a pleasing duty for me to assure their Lordships of the continued zeal and assiduity with which each officer and man has continued to perform, not only the duties of his station, but also in carrying out the objects I had in view for the furtherance of the important service on which we are employed. Often opposed by strong winds and snow drift in a temperature from 20 deg. to 40 deg. below Zero (Fahrenheit), and frequently obliged to pass whole nights in the snow; and in their intercourse with the natives displaying a firmness and conciliatory manner toward them, which has obviated anything like ill-will or misunderstanding on their part.

On the 13th of July I determined upon burying a quantity of provisions on the sandy spit of Chamisso Island, for the relief of any parties that might possibly arrive during my visit to the northward, and on the 14th landed the following species, with directions on the face of a rock where they were to be found; viz., biscuit, 160lbs.; flour, 280lbs.; salt beef, 208lbs.; pork, 208lbs.; and preserved meats, 208lbs. A large quantity of ice still remained in the sound on the evening of the 15th, when a boat arrived from Her Majesty's ship "Herald," (off Cape Espenberg), that ship being unable to push through the pack, which had detained me. The next morning I weighed (the ice having opened during the night), and at noon met the "Herald" about 10 miles to the westward, when I returned with her to Chamisso. I then received their Lordships' letter of the 14th December 1849, directing me to the Sandwich Islands, to refit and await further orders.

Having informed Captain Kellett, c.b., of the reports which I had received during the past winter relative to strangers having been on the coast, I requested him to allow me to proceed to the northward, for the purpose of obtaining any further intelligence of them, which he immediately granted, and on the 17th July I sailed, arriving off Point Hope on the morning of the 20th. I buried a letter of information for Captain Collinson, c.b., acquainting him with the position

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tion of the "Herald" and my proceedings, after which I bore up for Icy Cape, off which place I arrived on the 23d, when, accompanied by Mr. H. Martin, second master, Mr. C. W. Stevenson, master's assistant, 11 men and two boats, I left for Point Barrow. Lieutenant Cooper being in charge of the "Plover," with instructions where to rendezvous, as had been previously arranged by Captain Kellett and myself.

I felt a good deal of anxiety after leaving the "Plover," in consequence of the few hands left on board, Commander Pullen's party and my own having reduced the number down to 26, officers included; but on the morning of the 9th of August I was delighted to see her standing into Wainwright Inlet, at which place I had arrived four days previous, when I was informed that Commander M'Clure in the "Investigator" had been spoken with, from whom Lieutenant Cooper received "the Book" in which is published their Lordships' orders to Captain Collinson, c. b. Having a strong N. E. breeze I made the best of my way in the "Plover" to Cape Lisburne (the appointed rendezvous), to communicate the result of my inquiries to Captain Kellett, which I now beg to lay before their Lordships.

The weather being fine on the day I left the "Plover" (23d July), I got into Wainwright Inlet the same afternoon, and rested the people in the evening within two miles of Point Belcher. Shortly after leaving this place I met several natives, who told me they had seen a vessel with two masts about a month previous, but I placed no reliance on this statement, as the report had evidently been circulated amongst them by other natives that I was in search of two ships, and I could see their only motive was to obtain a present of tobacco. On the 24th I arrived at the second Seahorse Island (going north), on which I buried 210 lbs. of preserved meat, 128 lbs. pemican, 13 lbs. cocoa, and 19 lbs. sugar, and erected a post on the western extreme of this island, on which is marked directions for finding the provisions. On the 26th I reached a small river in lat. 71 deg. 11 min. N.; long. 156 deg. 52 min. 34 sec. W., where I found the provisions buried by Mr. Shedden, owner of the R. T. Y. C. schooner "Nancy Dawson" last summer. They remained undisturbed, the post only, which marked the spot, being partly destroyed by the natives; I did not of course remove them.

On my arrival at Point Barrow on the 27th, I was received by the natives in the most friendly manner possible, not only expressing themselves glad to see us, but assisting the boats' crews in tracking up the boats from a point about two miles below the village. Parties of natives had followed me up the whole length of coast from Wainwright Inlet, with whom I was in constant communication, but although every inquiry was made relative to the people reported to have been at Point Barrow during the past winter, nothing could be ascertained. I then commenced my interrogatory, when I was informed that a number of people "like ourselves" had arrived at a river called the Ko-pak (when I was unable to discover); that they had bartered their arms for food, were now dead and buried by the natives there. On my further questioning them as to the manner of their deaths, they appeared reluctant to answer me. I then offered one of them a musket and a quantity of tobacco to guide me to the spot where they were buried, but he, as well as all the others of his tribe refused, excusing themselves by saying, that there were no huts on the journey at which they could stop. From what I can understand, the river Ko-pak must be close to the Mackenzie.

Finding I could obtain no satisfactory or definite information from these people, relative to this widely circulated report, I pushed on to Dease Inlet, and to 154 deg. 59 min. W. longitude, in hopes of meeting other natives who might be more communicative on the subject, but to my great disappointment found they had all left, on which I made the best of my way back to the "Plover," for the purpose of obtaining a reinforcement of men, boats, and provisions, to enable me to proceed to the Mackenzie, in order to ascertain, if possible, who these people were, that were reported to have met their deaths near that river.

The weather continuing favourable, I was at the northernmost of the Seahorse Islands on the 3d August, where I met several natives, one of whom had a knife similar to the common English horn-handled table knife; he said he had bartered it from some people belonging to a vessel (most probably a whaler), when, or on what part of the coast I could not find out.

On the 5th I arrived at Wainwright Inlet; here I met a large number of natives belonging to that place, who had just arrived from a bartering expedition to

to the northward, from whom I received further information respecting the boats that were said to have arrived at the Ko-pak.

They told me that the crews had quarrelled with the natives, who then shot them with arrows and stabbed them with knives till they were all killed, after which they were buried, some on one side of the river, and the remainder the other, and that the natives had collected the arms which were represented to me as making a large pile. They also told me that one of the boats still remained at the Ko-pak, but the other had been washed away by the sea.

I beg also to inform their Lordships that after passing to the eastward of Point Barrow I discovered several islands, similar in appearance to the Sea Horse Islands, on three of which I landed, and took possession of the whole, with the usual ceremonies, calling them the "Plover's Group," intending with their Lordships' permission to name them individually after the officers of this ship, as a mark of the high opinion I entertain of their merits, which I have the honour to request their Lordships will be pleased to grant. On one of these I observed tracks of sledges, trending to the north-east.

The natives also told me of the existence of a large island, east by south, true of Point Barrow, about two days' journey. This range of islands, with a close heavy pack which I found in the vicinity, together with the shallowness of the water, induced me to express my opinion to Captains Kellett and Collinson, that it was impossible under the then existing circumstances for any vessel to pass to the eastward. The deepest water I could find between the islands and the main as well as close to the pack edge, never exceeded $1\frac{1}{2}$ fms., six to eight miles off the land, nor could I see the smallest portion of water to the northward and eastward, or I should have extended my voyage in that direction.

Having made Captain Kellett acquainted with the above circumstances, I proposed to him that the "Plover" should be placed in a spot at Point Barrow, which I had found available, where I could receive the provisions, &c., intended to complete this ship till the autumn of 1853 and store them, and where she would be altogether safer on the breaking up of the ice than in Kotzebue Sound, and that I should start with an expedition to the Mackenzie River, which I conceived might be done with every probability of being able to return before the winter could set in. But in consequence of Captain Kellett's being of opinion, that, by accompanying this ship to Point Barrow, he would endanger the "Herald's" being beset, or driven on the flats to the eastward, and the impossibility of taking on board the provisions necessary to victual my crew, and any parties that might arrive during the next three years, the idea of wintering at Point Barrow was abandoned. Had not the season been too far advanced to dispatch the boats from Wainwright Inlet, to anticipate the prospect of their return the same season (which I considered should be done, if possible, to obviate the risk of distressing the Hudson Bay posts on the Mackenzie, by the addition of a large party) I should have proposed starting them from that place.

The 15th of August having arrived, without hearing any tidings of Captain Collinson, C.B., in the "Enterprise," and feeling it to be of the greatest importance that he should be met with as soon as possible, I requested Captain Kellett to allow me to run over the line between Cape Lisburne and East Cape, the one he would most likely take; that I should then communicate with any whalers that might be in the straits, and in the event of receiving any information relative to him, return to the rendezvous off Cape Lisburne with the intelligence. But if on the contrary I could hear nothing of the "Enterprise" I might proceed to Kotzebue Sound, and in a convenient spot bury such provisions as might be thought necessary for any party or parties during the next winter, together with a letter stating where the "Plover" might be found, and the extent of my resources; that I should also leave this ship's pinnace, provided with all the necessary gear, in a sheltered place, to meet a similar contingency; and after this service had been performed to permit me to go to Grantley Harbour, Port Clarence, to winter, as I did not consider the ship could again winter in Kotzebue Sound without almost certain destruction. Permission in accordance with this requisition was immediately granted, and on the 15th August I sailed from Cape Lisburne, spoke two whalers near East Cape, the master of one, the "Alice," of Cold Spring, informing me that he had instructions from the American government to assist Sir John Franklin should he fall in with him; but as nothing could be heard of the "Enterprise" I stood into the sound, and arrived off Chamisso Island on the 23d August; from whence, after burying 208 lbs. of pre-

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served meats, 256 lbs. of pemican, 560 lbs. of flour, 36 lbs. mixed cocoa and sugar, 9 lbs. of tea, and 18 lbs. of sugar, on the sandy spit of that island, leaving directions on the face of a rock as to where the provisions might be found, and fitting the pinnace, I again sailed on the 26th, and arrived in this harbour on the 30th of August.

Grantley Harbour is in every respect preferable to Kotzebue Sound for wintering in, being of less extent, and well sheltered by high land from the severe northerly and easterly winds. The ship's position is on the north side, about two miles and a half from the entrance, where the tides and currents are scarcely perceptible, and where the nature of the soil close to the beach is favourable for building.

On the 1st September Her Majesty's ship "Enterprise" arrived, when I received the copy of their Lordships' letter (dated 16 March 1850) to Captain Kellett, directing him to express their approbation of the proceedings of this ship, which I feel assured will, if possible, add to the zeal with which every exertion will be made to carry out their Lordships' views in respect to the search after Sir John Franklin.

I beg to forward to their Lordships copies of Captain Kellett's instructions to me since his arrival in Kotzebue Sound, in July 1850.

I have, &c.
 (signed) T. E. L. Moore, Commander.

The Secretary
 of the Admiralty, &c. &c. &c.

Enclosure 1 to No. 4. (B.)

Her Majesty's Ship "Herald," Kotzebue Sound,
 17 July 1850.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of the 6th instant, deposited for me in a bottle on Chamisso Island, informing me of a native story, stating that some people were encamped in the vicinity of Point Barrow, and acquainting me of your intention to go north, and of your return to this anchorage after the performance of this service.

I have also to acknowledge the receipt of your letter of this day's date, referring me to your former letter, and requesting permission to go north to clear up this mystery.

As soon as your vessel is in all respects ready, you will proceed with all possible dispatch to Point Hope, on the western extreme of which you will deposit a bottle containing information relative to your movements, and of the arrival and movements of this ship, with which you will acquaint Captain Collinson, should you fall in with him.

From thence you will approach as near to Point Barrow as the ice will permit with safety from being beset, and you will endeavour, in the boats, to reach Point Barrow, where you will more than probable be able to ascertain whether the information you gleaned from the natives has been true or otherwise. Should you be convinced that no foundation has existed for their reports, you will return to your vessel at one of the rendezvous indicated.

Before leaving the "Plover," you will direct the officer remaining in command to proceed to the first off-shore rendezvous; but should the ice be so far south as not to admit of his taking up a position there, he will go on to the second off-shore rendezvous; and should that also prove an ineligible position, he will proceed to the third off-shore and ultimate rendezvous.

Having remained at either of these places 10 days from the time of your leaving with the boats, he will (should the weather permit) sail for the first in-shore rendezvous; but should that be found a bad position for the ship, he will advance as near to the second in-shore rendezvous as the water will permit; and afterwards into any of these rendezvous as frequently as the weather will allow, being careful to use every means in his power, by firing guns and otherwise, to show the "Plover's" position to the boats for which he is on the look-out.

As I have made you acquainted with the sailing from England of the "Investigator" and the "Enterprise," under the command of Captain Richard Collinson, C.B., and of their probable arrival in these seas before the 1st of August, you will keep a vigilant look-out for those vessels, following Captain Collinson's orders (should you fall in with him) for your further proceedings; always bearing in mind, that Her Majesty's ship "Herald" will be found until the 10th of
 September

September west of Cape Lisburne, and after that time, until it is time to leave these seas, off Chamisso Island.

As you are aware of their Lordships' instructions relative to the necessity of any boats which may be dispatched, returning in sufficient time to ensure their vessel's timely return to the southward, I have only to trust to your known zeal and ability for the performance of this duty.

Commander T. E. L. Moore,
H. M. Ship "Plover."

I have, &c.
(signed) *Henry Kellett*, Captain.

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| Off-Shore Rendezvous. | | | | | | In-Shore Rendezvous. | | | |
|-----------------------|---|---|---------|---|---------|----------------------------|---|---|---------------------|
| 1st | - | - | 70 52' | — | 163° 0' | 1st | - | - | Wainwright's Inlet. |
| 2d | - | - | 70° 22' | — | 164° 0' | 2d | - | - | Icy Cape. |
| 3d | - | - | - | - | 167° 0' | due west of Cape Lisburne. | | | |

Enclosure 2 to No 4 (B.)

Her Majesty's Ship "Herald," off Cape Lisburne,
14 August 1850.

Sir,

IN reply to your letter of this day's date, I beg to state that I fully concur with you as to the lateness of the present season for dispatching a second boat expedition to endeavour to find out the place where a party of white men are reported by the natives to have been murdered.

I conceive so large a party as that you think necessary to proceed would embarrass for provisions any party which may be sent from the "Enterprise" or "Investigator," which vessels are I see expected to send parties to the Mackenzie.

The boats might reach the Mackenzie by making a run for it, yet I do not fancy they would have time to make the necessary examination of the indentations of the coast, to find out a place so ill-defined as it appears to me from all I can learn is the Kopuk.

With respect to your wintering at Point Barrow, you will state to me for their Lordships' information, whether you consider that the "Plover" would be enabled to leave Point Barrow, on the breaking up of the ice on the ensuing season.

By their Lordships' instructions to Captain Collinson, 15th January 1850, I am directed, exclusive of providing for other contingencies, to victual the "Plover" up to the autumn of 1853. You will, therefore, as this ship cannot reach Point Barrow, inform me how near to the above proportion you can now receive here, together with the number of men you will require to enable you to perform the service referred to in your letter.

Wherever you may be placed, any boats, stores, &c., that you may require, shall be furnished from the ship. I enclose a list of the quantities of provisions, &c., which the "Herald" can spare.

I have, &c.
(signed) *Henry Kellett*, Captain.

Commander T. E. L. Moore,
Her Majesty's Ship "Plover."

Enclosure 3 to No. 4 (B.)

Her Majesty's Ship "Herald," off Cape Lisburne,
15 August 1850.

Sir,

IN consequence of our this morning's conference, and in order to carry out the views contained in your letter of this day's date, it is my direction that you proceed toward East Cape, and there endeavour to fall in with some of the whalers, from whom it is more than probable you will get information respecting the "Enterprise."

Should you obtain any intelligence which you consider I ought to be acquainted with, you will return to this rendezvous, where I shall remain until the 1st of Sep-

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tember; should you not, you will proceed to Kotzebue Sound, and there bury a proportion of provisions sufficient for any parties who may arrive there during the ensuing winter; and also to deposit distinct information as to where they are to be found, and also of the "Plover's" intended winter quarters; you will also leave the boat and her fittings referred to in your letter.

After performing this service you will proceed to Grantley Harbour, make good your defects, and erect a house for the reception of provisions, &c.

Ten men will be sent to assist you from this ship.

I have, &c.

(signed) *Henry Kellett,*
 Captain.

Commander T. E. L. Moore,
 Her Majesty's Ship "Plover."

The following is about what I should consider sufficient to deposit on Chamisso Island:—

Two or three casks of flour; six or eight cases of pemican; a cask of preserved meats, and a proportion of tea or cocoa and sugar, pounded together, and soldered up in tins.

No. 4 (C.)

JOURNAL of the PROCEEDINGS of Commander *T. E. L. Moore*, of Her Majesty's Ship "Plover," accompanied by Mr. *H. Martin*, Second Master, and Mr. *C. W. Stevenson*, Master's Assistant, on a Boat Expedition to *Point Barrow* from *Icy Cape*, between the 23d July and 9th August 1850.

23d July 1850.—At 0.45 p. m. I started from the ship with two boats; the launch, 22 feet, and the gig, 22 feet, with two officers (Messrs. Martin, second master, and Stevenson, master's assistant), the interpreter, and 11 men. I had not proceeded far when a biadar was seen coming towards us, which came alongside. After conversing with them, I could gain no information respecting the two missing ships. They kept alongside until we came abreast of their tents, when they parted; we, having a S. S. E. wind, went along the land very fast; passed two small inlets, good shelter for boats, and a stream of heavy ice to the westward. At 5 p. m. arrived at Wainwright Inlet, where we found 21 tents, and a great number of natives. They had taken their abode on the south side, so I took the north, but was soon favoured with their company. I had a long interview with them, but no information could be gained from them of Sir John Franklin or his people; evidently they had not heard a word about them. I made them presents, and we bartered some venison from them.

They became very troublesome, thieving all they could, so, after refreshment, we started. They followed us some distance.

After we had got about 2½ miles from the entrance of Wainwright Inlet, I observed a lagoon, which had a small outlet. As we proceeded we found the ice closer in shore and packing. There was still a great quantity of heavy ice and snow on the beach; fine, but threatening sky. Off Point Belcher heavy packed ice was seen from W. S. W. to N. N. W., ice on the move, roaring very loud. About two miles from Point Belcher, a biadar, containing about 12 natives, came off, but no information could be obtained of Sir John Franklin. Ice apparently closing the shore. Landed at 0.45 a. m., and made preparations for hauling the boats up if requisite; pitched tent. I gave the men a few hours' sleep; natives very quiet: dark, cloudy, rainy looking sky.

24th.—At 8 a. m., started; the surf was beginning to rise; heavy packed ice outside. The barometer showed 29.85; we proceeded close in shore. Off Point Belcher the ice was closely packed, leaving a small lane in shore. Natives came off; bartered their venison and several other things. Wind N. W., light and variable, with a little rain; we tried to get the natives to accompany us to the Seahorse Islands, but they soon left. They said that they had heard of, or seen a vessel, one moon ago, with two masts; but their account was evidently false, merely for gain. At 2.30 p. m. came in sight of the Seahorse Islands. There was not enough water for the boats between the first island and the main; but we found 12 and 14 feet on going in between the first and second islands. Landed at 3.40 p. m.; pitched tent, it being thick, foggy, rainy weather; the barometer showed 29.85; temperature, 46 deg. Dug a hole and buried 210 lbs.

of

of preserved meats, 128 lbs. pemican, $19\frac{11}{16}$ lbs. sugar, $13\frac{2}{10}$ lbs. cocoa, for any parties coming along the coast, on the second island (it has hummocks on it), placing a mark on the western extreme to indicate the spot.

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Capt. H. Kellett,
C. B., and Com-
mander T. E. L.
Moore.

25th.—Fine breeze, S. S. W. ; misty, foggy, wet ; at 6 a. m. started ; obliged to go over to the S. W. bank, as the channel ran along that shore, steering N. E. $\frac{1}{2}$ E. ; barometer showed 29.84 ; temperature, 46 degrees. We ran until about 11 a. m., when we found ourselves close to the northernmost Seahorse Islands, and very shoal water, which obliged us to pull two miles to the southward to get through, having only two feet water. These can scarcely be called islands ; they are no more than sand banks, covered with heavy ice, about eight and ten feet high, and only here and there the bank is seen. We moored at Peard Bay, at 0. 30 p. m. ; heavy packed ice outside ; steering N. W. through heavy sailing ice. Observed some beach ice, newly formed, in a bight of a floe. 3. 30 p. m. came to in Safety Inlet, in Peard Bay ; safe shelter for boats. Went in and erected a post to give notice to any parties that should arrive that we had gone on. At 4. 15 p. m. started ; passed two small inlets, apparently good shelter for boats. 5 p. m. wind falling light, obliged to pull. The cliffs here are all frozen, the same as at Kotzebue Sound, and the surface of them, as they thawed, was falling. As we passed, land trending N. by W. 10. 45 p. m., came to Refuge Inlet ; pitched tent, and gave the men rest, they requiring it very much after so many hours pulling ; boats just inside the entrance, in safety from the ice.

26th.—Barometer showed 29.97 ; temperature, 40 degrees ; land trending N. N. W. $\frac{1}{4}$ W. ; wind N. W. 3, misty, cloudy ; erected a post to give information. 7. 30, a biadar with natives arrived ; no information could be gained from them of any vessels. 8 a. m. started ; pulling and tacking along the land and heavy ice. At 11. 50 a. m. came to a small river ; boats went just inside the mouth ; latitude $71^{\circ} 11' N.$; bartered some venison from the natives. This is the place the provisions were buried from the "Nancy Dawson" last year. I saw the place ; they had not been disturbed ; but the post had been cut down and was still lying close to its place, with part of the letters cut off ; we erected another. 1. 20 p. m. we started, beating up the land. At 7 p. m. observed an inlet ; natives came off ; they informed us that there was plenty of water for the boats to go in, but time would not allow. No information of Sir John could be obtained. At 8 p. m. heavy land floes in sight from Cape Smyth ; not able to proceed further, on account of the land floe, and heavy packed ice. Stood in shore, and anchored under its lee. Cape Smyth N. W. by N., two miles ; wind north. About 50 natives came and sat down on the beach, waiting for us to land ; they received us differently from those that I have generally seen ; they all sat down in a line, and when I landed I passed along the line and shook them all by the hand, and afterwards gave them presents ; they could give no intelligence of any ships or men, but they said that the ice was close in shore, and that we must stand out to seaward, where we should find water. A great many natives came in from the northward to visit us.

27th.—The barometer showed 29.84 ; temperature, 39 degrees ; wind N. E. ; fine breeze ; cloudy, and very chilly. At 6. 30 a. m. weighed and made sail, running clear of the land floe ; natives running along the land dancing, singing, and beating the drum ; land floe extending to about $2\frac{1}{2}$ miles to the northward of Cape Smyth ; beating up to Point Barrow, and passing heavy floes of ice. Observed several large flocks of birds migrating to the south ; wind freshening, landed the men on the low land, about three miles from Point Barrow. Commenced tracking the boats up ; a great number of natives came and assisted. At 6. 30 p. m. anchored in a small bay at the N. E. end of Point Barrow. Numerous natives on shore ; I should say not less than 300. I pitched my tent ; the natives then sat down around it. Then presents were given to them. One native gave information that a number of people like ourselves had arrived at a river called Coo-pack, at what time I could not ascertain ; that they had bartered their muskets for food, were now dead, and had been buried by the natives there ; also that when the water came down, the ship or boat was washed away. No reliance could be placed on this report, as the man who gave the information, several times whilst giving it, would stop and ask for or inquire what something or other was. I offered him muskets and a large quantity of

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tobacco to pilot us to where the ship or boat had been seen, and where the men were buried; but he would not go, stating there was no stopping places on the road. I made up my mind to go on and seek more natives to the eastward of Point Barrow for information, although they told me I should find none along the coast. They have a separate house for dancing. After being there some few hours I found them troublesome, and when I had been asleep about an hour, I was startled by hearing the noise of beads, and when I looked up there was a man creeping in under the tent who had stolen a great many beads; I got up, when he soon retreated, and I saw no more of him.

28th.—The barometer showed 29.70; temperature, 56; wind north, 4 to 5. At 6. 30 a. m., finding the natives inclined to be troublesome, got under weigh and stood out; the gig being last in coming out, they took the advantage then of throwing water at the boat, which, if they had persisted in, I should have returned to them. In rounding Point Barrow, found four fathoms about one mile off-shore, and two fathoms close in shore. Working up in shore. 11. 40 a. m., came to an island; Point Barrow bore W. 1° 30' S.; latitude of island, 71° 26' N.; erected a post to give information; found a strong current setting to the eastward from 2 to 2½ miles per hour. After doing all I wished at the island, 00. 30 p. m. started, tacking as requisite to weather floes of ice, apparently lately broken up; passed a second island. Three fathoms, about two miles off shore; heavy packed ice to the N. E.; ice blink to the N. (true); running along the land; packed ice from 4 to 1½ miles off shore; scattered floes of ice here and there; about 1½ mile off shore 2½ fathoms; fresh breeze, but smooth water; large, heavy, and long spars on the beach to the northward, and land higher. 3, came to the fourth island. I called these the "Plover's Group."

Between the first and main, I got eight and nine fathoms through the channel; from the N. E. point of third island, carried 1½ to ¼ to the beach. 5. 30 p. m. landed; pitched tent in Dease Inlet, in a snug cove in the N. E. side of the bay; made a large fire to dry wet clothes, there being plenty of wood.

29th.—Wind N. E.; barometer showed 29.74; temperature, 42 degrees. At 5. 15 a. m. started, running along the land to the N. E. 7, came to a small inlet; good shelter; tacked as requisite, working up along the land and packed ice. At 10 a. m., about three miles from the shore; the depth of water 1½ to 1¼ fathom; in shore 1½ fathom; five miles off the land, 1¼ fathom; 2½ miles from the shore 1½ fathom; carried that until close to the shore. Observed land to the N. N. W; stood over, and found it to be two islands, one small, and one very large. I landed on the small one to obtain the latitude; found it to be 71 deg. 13 min. N.; a great many nests on the island: erected a post to give information. At 0. 15 p. m. started, beating to the northward and eastward. The first island I called Martin's Island, and the large one Cooper's Island, after the officers of the ship. Numerous flocks of birds migrating to the southward; two miles to the north-eastward of Cape Simpson 1¼ fathom; heavy packed ice to the north-eastward. 4. 45 p. m. wind freshening, and threatening weather, and sea rising, and the gig shipping much water; bore up for shelter, but finding the islands not safe, I ran back for Dease Inlet, or, as I have called it, Return Cove; very wet and cold; wind N. E.; force, 7 to 8; squally. I found, when I stood over to the packed ice, that there was no more water than 1¼ fathom; that must have been five to six miles off the land. I fancy for some distance that the water runs off shoal, and many islands may be discovered in this quarter. The men being wet and cold, made a good fire and dried themselves.

30th.—Latitude 71 deg. 11 min. 18 sec.; longitude 155 deg. 46 min., strong breezes and cloudy; barometer, 29.46; temperature, 45 deg.; too much sea for the boats to start; sent parties away shooting; wind on the increase, and more to the north-eastward; force 8, and very cold. Finding no chance of a start, and the barometer remaining low, made all snug for the night.

31st.—Strong breezes and cloudy, force of wind, 8; sea increasing in the bay; wind N. N. E.; barometer 29.63; temperature, 44. The land all round about here very low, with small pools all over it. One stream running inland in the N. E. part of the inlet, but not sufficient water for the boats. Very few birds to be seen. A very fine owl was shot yesterday, and two hares were seen. In the evening a little snow fell and laid on the ground; blowing strong; ice coming in.

1st August.—More moderate; barometer 29·96; temperature, 40; preparing for a start; wind N. E.; intending to work to the northward and eastward of the island called Cooper's, and see what water there is outside, and how far we can proceed in that direction. 7.30 a. m. started; standing out; temperature at midnight, 28½; ponds frozen over, and a great deal of snow fell. 9 a. m. observed an island bearing north; when about five or six miles off the land, the island bore N. E.; about 3½ miles off, 1½ and 1½ fathoms; observed four other islands bearing W., W. N. W., N. E., E. N. E.; a very large quantity of wood on the islands; between second and third islands carried one fathom from one mile off shore to within 10 yards of the beach, then found seven feet. At 11 a. m. landed on third island for the latitude; erected a post; latitude 71 deg. 15 min. 40 sec. N. At 10.15 p. m. started, steering E. ½ N., running along the islands, four in number. At 1 a. m. about four miles off Cape Simpson, one fathom. Tacked a quarter of a mile off. 3, beating up between Cooper's and Martin's islands and the main; a strong current setting to the N. W. 6.30, breeze freshening rapidly, and the gig shipping too much water, and finding not the slightest chance for a boat to penetrate to the N. E., or to pass the islands, there being not a particle of water to be seen from them, not in any direction, except close in shore. I also observed a strong ice blink from N. N. W. to E. by S. I bore up for Point Barrow. Landed on Cooper's Island, and took possession of the group in the name of Her Most Gracious Majesty Queen Victoria. 8.30 p. m. started, steering for Point Barrow.

2d.—Wind E. N. E.; fine. 3 a. m. observed Point Barrow. At 3.45 a. m. observed that we were inside of Plover's Island. In all sail, and pulled up between the main and first island; point of spit S. W.; 2½ fathoms. 4.30 a. m. anchored off Point Barrow to obtain information, also to get sight; found current running 1½ to the southward, latitude by mer. alt. 71° 26' 23". At 7.30 a. m. weighed; running along the land; two natives in their kyacks accompanied us for about six miles; fine breeze and weather. Numerous whales in sight, but very few birds to be seen, except at times large flocks migrating to the southward; offing remarkably clear of ice. 00 h. 00 m., came to a large lagoon with two small outlets, not water enough for the boats; this is to the southward of Cape Smyth. 1 p. m. started, having got the latitude, and some venison; running along the land at four, five, and three knots; passed Refuge Inlet at 2.30 p. m. (evidently the water had subsided since my going north more than three feet, as I found all the inlets I had entered before now dry); no water for boats to enter; passed the two small inlets.

At 7.15 p. m. passed Safety Inlet; found this the same; impossible for any boat to get into it; wind falling light; running across Peard Bay; a great quantity of snow and ice still on the beach; ice cliffs falling away. 8, calm; strong current against us; obliged to pull; just forging ahead.

3d.—At 3 a. m. spliced main brace, the men having had hard work; passed through the channel of the first and second island. Finding the men much fatigued, I pulled for the nearest shore.

At 4.30 a. m. landed in the bay to the southward of the first island; pitched tent. 00.00 p. m.; started for Provision Island; found provisions all correct. At 10 p. m. barometer 30·50; six natives arrived in a biadar with venison for barter; bartered, and sent them back for more.

4th.—Light airs from northward, misty, cloudy; barometer, 30·49. At 4 a. m. natives arrived, bringing more venison. 7.30 a. m. started; misty, light airs from the northward; every appearance of a S. W. wind. At 11 a. m. found current setting strong against us; obliged to track; found it very heavy work; no ice in sight. 00 h. 00 m. p. m. light westerly wind; working down along the land. 1 p. m. pulling and tracking down; natives came off, but could not wait to barter. At 2.30, boat not stemming the current, obliged to track both boats. At 4 p. m. gave the men a spell; light air from S. E.

5th.—Tracking close in shore; men becoming very fatigued, obliged constantly to give them rest. After passing the winter huts of Wainright's Inlet, we were obliged to take to the oars and pull. The men were completely knocked up, and I was glad to find at 1.45 a. m. that we had arrived at the spit of the inlet.

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 Capt. H. Kellett,
 C. B., and Com-
 mander T. E. L.
 Moore.

Observed the "Plover" in the offing. At 2 a.m. made a large fire as signal to "Plover" that we had arrived. Natives gave information that two boats had arrived at a river named by them Coo-pom-me, and that the natives there had shot them with bows and arrows, and stabbed and buried them, but that one boat was still there. At 4.15 heard the report of a gun from "Plover;" tacked and shortened sail. Natives came over. There are six huts here; they having no biadar, they were obliged to lash three kyacks together and come across. It was so much the better for us. 5 a.m., the wind having been light from W. and S.W., freshened, and came on to blow hard, with heavy rain, surf, and breakers running high; found it impossible to pass the bar; breakers from the spit to the main land. Found the natives too numerous, and getting troublesome. I got all ready for a start. At 2.30 p.m., shifted our berth over to the west side; but we had not been there long before they came; being few in numbers they were obliged to keep quiet, stealing everything they could see, and having a strong desire for tobacco; they barter their women for that article. 3 p.m., barometer 29°85'46; surf roaring very loud.

6th.—Wind south; thick, foggy, misty; surf outside still roaring loud; barometer 29°86'45. I took a walk to see if the "Plover" was in sight, but she was not to be seen. Surf running heavily, impossible for any boat to pass the bar; occasional showers of rain. In the evening a biadar came with natives; heavy rain for about two hours; tide rose very suddenly, nearly up to the tent. The natives pitched their tent close to us, for the accommodation of the men, I suppose. They took their departure at midnight; the barometer rose suddenly to 30°00. I made inquiries of a woman, if she knew anything regarding the boats and men that are said to have been killed at the Coo-pem-me, and she said "No;" and it was from her party that the men told us the news.

7th.—Squally, with passing showers; barometer, at 8 a.m., 30°58'47; wind W. S. W.; heavy surf across the bar; not able to get out, and the ship not in sight. Men collecting scurvy grass. Dispatched Mr. Martin and the gig to survey and examine the river supposed to run up from the inlet. Barometer at noon, 30°73'59; wind more moderate. Several natives arrived overland to visit us. Soon afterwards two biadars arrived. They soon began to be troublesome, they being by far the greatest in number; I therefore got everything into the boats, and started off to see if it was possible to get over the bar. When I got out found the surf very heavy, quite impossible for the gig to get over; but the launch might have stood it, although attended with much danger. The current was setting to the N. E., with a strong breeze. I could scarcely get back again. Could see nothing of the "Plover." I returned to my old spot, and soon afterwards the natives came again; but they found I was determined to keep them in order, so they were very well afterwards, and in the evening much dancing and singing. The natives were very much amused at seeing Mr. Stevenson having a swim, the first they had ever seen, so their astonishment may be imagined. Mr. Martin returned about 7.30 p.m., having gone up the river about 17 miles, and reports it to be a very extensive and large river; as far as he went, it averaged five miles wide, water deep, quarter less three fathoms, the river trending to the southward. I had one of the native women in to gain information, as I find I can get more from them than the men.

I wished to know if she knew of any land to the northward of Point Barrow. She then drew me a chart, and placed a large island to the E. N. E. of Point Barrow. They have to sleep one night on the snow to get there. No inhabitants on it.

8th.—Strong breezes, with passing showers of rain. Observed that the natives had quitted their abode, and we supposed gone up the river. Finding no chance of getting off to the ship, I sent the boats away shooting. They returned pretty successful.

9th.—At 5 a.m. got under weigh, and ran down with a S. E. wind to the mouth of the inlet. All ready to start off to the "Plover." At 11 a.m. "Plover" hove in sight, coming down close along the land.

Started off for ditto; anchored; arrived on board "Plover" at half-past 12. Glad to find every one well on board. I was then informed of their having seen the "Investigator" on the 29th July, off Cape Lisburne."

No. 4 (D.)

No. 4.
 Proceedings of
 Capt. H. Kellett,
 C. B., and Com-
 mander T. E. L.
 Moore.

COPY of a LETTER from Captain *Kellett*, of Her Majesty's Ship "Herald," to the Secretary of the Admiralty.

Her Majesty's Ship "Herald," Honolulu,
 17 October 1850.

Sir,

I HAVE the honour to forward the medical report on the officers and crew of Her Majesty's ship "Plover," together with the surgeon's letter on the health of Mr. Johns, carpenter, which officer I have removed, and filled his vacancy by an acting appointment to John Seath, late carpenter's mate of this ship.

I have also to transmit a letter from Mr. Simpson (surgeon), assistant surgeon of "Plover," requesting that I would order him to be borne as surgeon of that ship. I found by their Lordships' circular that I had not the power to do so, but I have no hesitation in stating that Mr. Simpson is most worthy of the promotion their Lordships have conferred on him, and to which I feel they intended to confirm him.

With respect to the health of the "Plover's" crew at present, I have removed all that the surgeon recommended; but still, after a man has twice wintered in the ice, his health cannot be depended on for a moment. A most healthy and able man, whom I took up to her last year, I have been obliged this year to withdraw, for this reason: I consider it actually necessary that the "Plover" should be communicated with yearly, should their Lordships deem it necessary to keep her in her present position until 1853. My letter relative to her provisions is another reason for visiting her.

Next season she will require a new tilt-cloth for housing in; canvas only lasts a year.

Should their Lordships communicate with her, by sending one of Her Majesty's ships from the Pacific, I consider a steamer could perform the service with expedition, safety and certainty, with little expense of fuel; one day through the Aleutian group, and one day when she arrived within that distance of Port Clarence; but whatever vessel goes, she should be prepared to replace both men and officers.

Should their Lordships wish to risk placing her at Point Barrow, a steamer could perform the service with less risk of being beset than any sailing vessel large enough to assist in carrying her necessary supplies.

The communication between this and Chili is so uncertain that it is more than probable these letters will reach the Admiralty before they can the Commander-in-chief in the Pacific.

I have, &c.
 (signed) *Henry Kellett*, Captain.

Enclosure to No. 4 (D.)

Her Majesty's Ship "Enterprise," Port Clarence,
 6 September 1850.

Sir,

IN obedience to your order, we have this day carefully examined into the state of health of Commander Moore, the officers and crew of Her Majesty's ship "Plover."

George Baker, boatswain's mate, John Presley, A. B., John Knight, A. B., John Clarke, A. B., William Simpson, serjeant of marines, and Eleazar John Clark, private marine, are unfit for further service in this climate, and we should recommend that they be sent home as soon as possible.

Mr. W. H. Moore, master's assistant, Mr. Charles W. Stevenson, master's assistant, William Riggs, blacksmith, John Dean, quarter-master, Richard J. Creber, quarter-master, Thomas Tobin, A. B., Francis Price, A. B., John Cobham, private marine, have all been touched by scurvy in the course of this

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 Capt. H. Kellett,
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 mander T. E. L.
 Moore.

year, and we do not think they ought to be detained here for more than another winter, although they now enjoy fair health.

The other officers and the remainder of the crew appear to us, as far as health is concerned, to be fit for any service.

(signed) *Robert Anderson*,
 Surgeon, Her Majesty's Ship "Enterprise."

(signed) *Edward Adams*,
 Assistant Surgeon, Her Majesty's Ship "Enterprise."

(signed) *William T. Billings*,
 Assistant Surgeon, Her Majesty's Ship "Herald."

Captain Kellett, C. B.

No. 4 (E.)

COPY of Captain *Collinson's* Orders to Commander *Moore*, of Her Majesty's Ship "Plover;" dated 13 September 1850.

By *Richard Collinson*, Esq., C. B., Captain of Her Majesty's Ship "Enterprise," Commanding the Arctic Expedition.

HAVING determined that Her Majesty's ship under my command could not be placed in Grantley Harbour for the winter, without the certainty of her experiencing considerable delay in extricating herself during the ensuing season, and it being the opinion of Captain Kellett, as well as yourself, that vessels arriving from the south are able to proceed northerly three weeks earlier than those wintering in these harbours:

I have to acquaint you that it is my intention to proceed to Hong Kong after I have visited Cape Lisburne. Your demands have been completed, so far as the stores of the "Herald" and this vessel will permit, and those officers and men who, in the opinion of the medical officers, are not fit to stand the rigour of another winter in these seas, have been removed; and their Lordships' orders contained in paragraphs 7, 8, 9, 10, and 11 of my instructions may be considered as fulfilled. As it is, however, advisable that a means of communication should be established, which may be readily effected by the "Owen," through the whalers, and as those vessels are in the habit of visiting St. Lawrence Bay, I shall acquaint their Lordships that the small islet in latitude 65 deg. 38 min. N., and longitude 170 deg. 43 min. W. will be the rendezvous for that purpose.

I cannot add to the experience you have gained with regard to your proceedings during the winter, but it is necessary that every means of obtaining native information should be resorted to, and deposited on Point Spencer before the ice breaks up, so that this vessel may not be delayed by endeavouring to communicate with you, which I shall endeavour to do before I proceed to the south, and in my passage north next year.

In the event of the "Investigator" arriving previous to my return, you will detain Captain M'Clure until the season is so far advanced as to render it likely that I have been compelled to run through the straits without seeing you, ordering her to proceed to Hong Kong instead of Valparaiso; and I wish that a series of tidal observations, both in the inner and outer harbour, may be immediately commenced, in order that we may be better able to form an opinion as to the advisability of placing that vessel in your position, which I should like to effect if it can be done without detriment to our proceedings during the ensuing season.

(signed) *Richard Collinson*.

No. 4 (F.)

COPY of a LETTER from *J. Parker*, Esq., M.P., Secretary of the Admiralty, to Captain *Kellett*, of Her Majesty's Ship "Herald."

Sir,

Admiralty, 24 January 1851.

HAVING laid before my Lords Commissioners of the Admiralty your letter of 14th October last, reporting your proceedings on the service on which you have been engaged in Behring Straits, I am desired by my Lords to signify their Lordships' approval thereof.

I am, &c.

(signed) *J. Parker*.

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Proceedings of
Capt. H. Kellett,
C. B., and Com-
mander T. E. L.
Moore.

No. 4 (G.)

COPY of a LETTER from *J. Parker*, Esq., M.P., Secretary of the Admiralty, to Commander *Moore*, of Her Majesty's Ship "Plover."

Sir,

Admiralty, 24 January 1851.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 2d September last, reporting the proceedings of Her Majesty's brig under your command since September 1849, and giving a detailed account of a boat expedition from Icy Cape to Point Barrow during last summer, I am desired by my Lords to convey to you the expression of their Lordships' approval of your proceedings upon the said service.

I am, &c.

(signed) *J. Parker*.

No. 4 (H.)

COPY of a DESPATCH from *J. Parker*, Esq., M.P., Secretary of the Admiralty, to Rear-Admiral *Hornby*, C.B., Commander-in-Chief, on the Pacific Station.

Sir,

Admiralty, 11 February 1851.

I AM desired by my Lords Commissioners of the Admiralty to send you here- with a copy of a medical report of survey as to the state of health of the officers and crew of the "Plover," held on the 6th September 1850, and I am to signify their Lordships' directions to you to send by the ship that visits the "Plover" this autumn a supply of officers, men and stores, and also a new tilt-cloth for housing in, for the winter of 1851-52, should it be found necessary to keep the "Plover" on her present station.

See Enclosure to
No. 4 (D.)

I am, &c.

(signed) *J. Parker*.

No. 4 (H.)*

COPY of a DESPATCH from *J. Parker*, Esq., M.P., Secretary of the Admiralty, to Rear-Admiral *Moresby*, C.B.

Sir,

Admiralty, 11 February 1851.

I AM desired by my Lords Commissioners of the Admiralty to send you here- with a copy of a medical report of survey as to the state of health of the officers and crew of the "Plover," held on the 8th September 1850, and I am to signify their Lordships' directions to you to send by the ship that visits the "Plover" this autumn a supply of officers, men and stores, and also a new tilt-cloth for housing in, for the winter of 1851-52, should it be found necessary to keep the "Plover" on her present station.

I am, &c.

(signed) *J. Parker*.

N.B.—This is a duplicate of the despatch to Rear-Admiral Hornby— (No. 4 H.)—and was sent to Rear-Admiral Moresby, because he had gone to relieve Rear-Admiral Hornby in the command of the Pacific Station.

No. 4.
 Proceedings of
 Capt. H. Kellett,
 C. B., and Com-
 mander T. E. L.
 Moore.

No. 4 (I.)

(No. 1.)

COPY of a LETTER from Captain *Kellett*, of Her Majesty's Ship "Herald," to the Secretary of the Admiralty.

Her Majesty's Ship "Herald," Singapore,
 6 January 1851.

Sir,

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, the arrival of Her Majesty's ship under my command at this place, after a passage of eight days from Hong Kong.

I remained at the Sandwich Islands until the 30th October, but from the many whaling vessels which arrived there subsequent to the date of my despatches to their Lordships, I was unable to gain the slightest additional information relative to the movements of Her Majesty's ships "Enterprise" or "Investigator."

The bag of Admiralty despatches and the box of balloons which I found at Oahee on my arrival, as well as all letters for either of the three ships, I conveyed with me to Hong Kong, expecting to fall in with "Enterprise" at that place, but failing to do so, and seeing no probability of her reaching there, I delivered them all to the care of the Commander-in-chief, with a request that should she not arrive by the 31st January, he would again forward them to Oahee by the first opportunity, in order to ensure their being in time for any vessel which their Lordships might think fit to despatch to the northward.

We arrived at Hong Kong on the 1st of December; during our stay at that port the "Herald" was refitted, and completed with provisions, and made ready in all respects for the homeward voyage. Sailing on the 22d ultimo, we arrived at Singapore on the 30th, at which place our stay will be guided by the arrival of the mail from England.

The Hong Kong steamer arrived last night, but up to the date of her leaving on the 30th, the "Enterprise" had not been heard of.

So soon as the English mail arrives I shall proceed on my voyage, passing through the Straits of Sunda, on my way to the Cape of Good Hope.

I have, &c.
 (signed) *Henry Kellett*, Captain.

— No. 5. —

No. 5.
 Proceedings of
 Dr. Rae and Com-
 mander Pullen, R.N.

PROCEEDINGS of Dr. *Rae* and Commander *Pullen*, R. N., during their respective Expeditions by the way of the Mackenzie and Coppermine Rivers, to the Shores of the Arctic Sea, in 1849.

(A. to F.)

No. 5 (A.)

COPY of a LETTER from Dr. *Rae* to the Secretary of the Admiralty.

Mackenzie River, 30 miles below Fort Simpson,
 26 September 1849.

Sir,

I BEG to apologise for forwarding the accompanying despatch in so rough a form. The only excuse I can offer is, that though originally written in great haste at Port Confidence, it was copied either in my tent (which was so cold as to freeze the ink), or in the boat, whilst being towed up this river, so as to be ready to send off as soon as possible after reaching Fort Simpson.

I have, &c.
 (signed) *John Rae*.

No. 5 (B.)

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COPY of a DESPATCH from Dr. *Rae* to the Secretary of the Admiralty, narrating the Proceedings of the Expedition under his Command to the shores of the Arctic Sea, in the Summer of 1849.

Fort Confidence, Great Bear Lake,

1 September 1849.

Sir,

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that the expedition under my command, that descended the Coppermine this summer to the Arctic Sea, for the purpose of examining the shores of Wollaston and Victoria Lands to the northward, in search of Sir John Franklin and party, returned to this place to-day, having been quite unsuccessful in its object, and with the loss of Albert, the Esquimaux interpreter, who was drowned at the Bloody Fall, the particulars of which unfortunate accident I shall mention hereafter.

Having made every requisite arrangement at Fort Confidence for facilitating our progress across land to the Coppermine, I waited impatiently for the disruption of the ice on Dease River, to which our boat was hauled on the 7th June. Next day we learned that the upper parts of the river were clear of ice; and on the following morning I started in company with four men and two Indians, and a couple of sledges on which our baggage and provisions were stowed. The Dease was still covered with strong and solid ice for two miles up its course, over which we hauled the boat before getting to open water.

Our ascent of the stream was extremely slow, owing to the many barriers of ice (some of them six or eight miles long) over which we had to launch the boat, and it was the 15th before we arrived at the forks of the river, where it was my intention to diverge from the route of Dease and Simpson. They followed the north branch, whilst we ascended the south-east one. This stream was also much obstructed by ice, and so very shallow, consequent on the coldness of the weather, which prevented the snow on the high grounds from thawing, that the whole party were almost continually up to their knees among water and snow whilst proceeding up it. In ordinary seasons it was evident, by marks along the banks, that there is sufficient water for a boat drawing some inches more than ours throughout its whole length, which is little more than 15 miles, including its various curves. On the 17th we passed over the ice on the lake from which the stream flows. It contains many islands, and its breadth, where we crossed it in a nearly south direction, is $3\frac{1}{2}$ miles.

Indian report had led me to believe that there was a creek having sufficient depth of water for the boat, flowing from this lake into the south branch of the Kendall, which we were to descend to the Dismal Lakes; but in this we were disappointed, and consequently had a portage of six geographical miles to make overland nearly due east.

I had examined this place in the winter, but the ground being then covered with snow and ice, I could not form a correct opinion on the subject.

The west end of the portage is situate in latitude 67 deg. 10 min. 48 sec. N.; longitude by account* 117 deg. 18 min. W.; and the variation of the compass 50 deg. 49 min. E.

Crossing the portage occupied us two days; the ice had not yet broken up in many places on the river on its east side, and the water was 10 inches lower than when Sir John Richardson and party forded it last autumn; we consequently found some difficulty in descending it. Its general course is N.E. by E. (tr.), and length from where we entered it, to its influx at the west end of the most easterly of the Dismal Lakes, $17\frac{1}{2}$ miles.

On the 21st we arrived at the station on the banks of the Kendall River, to which provisions for the sea voyage had been hauled on dog sleds in April, and found the two men who had been left in charge quite well.

We descended the Kendall next day to the Coppermine, which was still covered with ice, so firm and solid that a person might have crossed the river without being more than ankle deep in water.

During

* The rates of the chronometers had become so irregular, or had altered so much, that they were of no use until rated anew.—J. R.

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During five days that we were detained here, we were occupied repairing the injuries received by the boat, shooting deer to preserve the pemican, and making observations when the weather would permit.

The result of three meridian observations of the sun gave mean latitude 67 deg. 07. min. 20 sec. N., and the mean variation from five sets of azimuths on different days (the extremes being 49 deg. 38 min., and 51 deg. 55 min.) was 50 deg. 37 min. 48 sec. E.

On the 28th the dwarf birch was observed to be in leaf, and the leaf-buds of the willows began to develope. In the afternoon of the same day the river was thought sufficiently open to permit us to descend it for some distance among the driving ice; but after proceeding six miles, we found the stream again blocked up.

We were so often and so long detained by interruptions of this kind, that it was the 11th July before we arrived at the Bloody Fall, having been 14 days in doing the work of one.

Notwithstanding the inefficiency of our steersman James Hope (one of Dease and Simpson's men), we ran all the rapids, including the Escape, without shipping much water, and with all the cargo in the boat.

Hitherto deer had been so numerous that we could easily have shot enough for the maintenance of a party double or treble our numbers. Here they had become more scarce and shy, which could be easily accounted for by the proximity of the Esquimaux, no recent traces of whom could however be seen.

From the fall to the sea the ice remained fixed until the 13th, when it cleared away, a circumstance that was very soon indicated by the numbers of fish which appeared below the fall. With the aid of Halkett's air-boat, which had been brought from a hill some miles distant, where it had been left last season, a net was set in one of the eddies, and before the men had finished arranging it, seven fine salmon and two white fish were caught, and we afterwards obtained a supply for several days' consumption.

On the 14th we entered the sea, and found a narrow and very shallow channel along the shore of Richardson Bay, until we came to its north side, where the ice lay against the rocks. Here the latitude 67 deg. 51 min. 19 sec. N. was observed; and two azimuths of the sun, the one on the meridian and the other when on the prime vertical, gave variation 57 deg. 04 min. and 58 deg. 25 min. E.

Whilst encamped at this place, we were visited by seven Esquimaux, one of whom I at once recognised as the active, intelligent man who had afforded Sir John Richardson's party such efficient assistance last season, when crossing the river at the head of Back's Inlet.

On inquiry I learnt that they had been well supplied with provisions in the early part of winter and in spring; but that in the interval they had nearly starved, owing to the scarcity of seals, having had to subsist for some time on the skins of the larger species of these animals, which they had been preserving for making boots. In the winter they had communicated, either directly or indirectly, with the natives of Wollaston Land, none of whom had ever seen whites, large boats, or ships.

They were all made happy by some small presents, and a supply of fish, which they ate raw, and appeared to relish much. They left us near midnight, promising to return next day with some boots and shoes for sale.

On the 16th, by making a number of portages over the ice, we rounded Point Mackenzie and entered Back's Inlet, which was partially open.

Having a fine breeze from east, we set sail and soon ran to its head, entered Rae River (discovered and named by Sir John Richardson last autumn), and on proceeding three miles up it, came to the lodges, six in number, of our Esquimaux visitors, who said that they had been so much alarmed at seeing the boat under sail that they were on the point of running away.

As there was no possibility of our making much progress along shore until the ice wasted a little more, I devoted the two following days to an examination of this river; the Esquimaux whom I have already mentioned as our active assistant last year willingly agreeing to accompany us.

At

At the distance of $9\frac{1}{2}$ miles from the river's mouth, there is a perpendicular fall of 10 feet, which extends across the stream, except a few yards on the north side, where the rock slopes so much that, during the spring-floods, salmon and white fish are able to ascend, affording the natives a fine opportunity of spearing them.

Here I left the boat and four of the men, whilst in company with the other two, and our Esquimaux guide, I traced the river $19\frac{1}{2}$ geographical miles further. Its course is nearly due west, and very straight; about the size of the Dease River, and varying in breadth from 80 to 200 yards, with a very strong current, and sufficient depth of water for a boat drawing 14 or 15 inches. It flows over a bed of limestone, and is bounded on the north, at the distance of half a mile or less from its banks, by precipices of basalt from 100 to 200 feet high, superimposing limestone of the same kind as that which forms the bed of the river.

At the extreme west point of our journey, we found a party of ten Esquimaux with their families, who informed us that the stream maintained the same course and size as far as they had seen it, which was somewhat more than three days' march, or about sixty miles; how much farther they knew not, as they had never been to its source. Two of this party returned with us to the boat, where they received some presents, which I had some difficulty in getting them to accept, as they said they had nothing to give in return.

On the evening of the 18th we ran down stream, and landed our guide among his friends, who seemed very glad to see him return safe. They were now much less timid than when we first met them, and we pitched our tent close to theirs, without causing any apparent alarm, although it was afterwards observed that two of the men kept watch during the night.

Early on the 19th we took a friendly leave of these simple and inoffensive people, and pulled down to the mouth of the river, where I stayed until noon, when the latitude 67 deg. 55 min. 20 sec. N. was observed. The cloudy state of the weather during the two preceding days had prevented any observations being made. New moon occurring to-day, it was high water at a few minutes before 1 p.m.; the rise being ten inches. In the afternoon, when on our way to Cape Kendall, we experienced a severe thunder-storm from N. N. W. which obliged us to land for shelter.

Our advance along the coast was so slow, that we did not arrive at the place where the boats were left last autumn until the 24th. We found that they had been much broken up by the Esquimaux to obtain the ironwork. The tents, oilcloths, and part of the sails still remained uninjured, and were of much value to us, as we were ill-provided with the two first of these articles. The "cache" of pemican and ammunition was also untouched, having apparently escaped notice from being covered with snow. The latitude 68 deg. 10 min. 44 sec. N., and variation 56 deg. 8 min. E. were observed here.

On the 27th a W. N. W. breeze having cleared away the ice for a short distance from the shore, we continued our course towards Cape Hearne, which we reached before noon, and found its extreme point to be in latitude 68 deg. 11 min. 17 sec. N. Basil Hall Bay being filled from side to side with unbroken ice, we encamped here. Next forenoon a light S. S. E. breeze opened a crack in the ice, wide enough for the boat to cross to an island in the middle of the bay, on the north side of which we found some open water, which enabled us to get two miles beyond it.

At 3 p.m. on the 30th, we arrived at Cape Krusenstern, and when opposite its high cliffs a strong breeze sprung up from N. N. E., which drove the ice so forcibly against the rocks, that we were obliged to unload with all haste, and haul the boat up on a drift-bank of snow to save it from being squeezed.

Here for the first time this season we found the ice broken up in the offing, caused evidently by the strong currents of the ebb and flood tides; whereas on looking in the direction from which we had come, all, except immediately along shore, was smooth, white, unbroken, and apparently as firm as in winter.

We were now at the most convenient though not the nearest point for making the traverse to Wollaston Land, passing close to Douglas Island, and there was no necessity for our proceeding further along the shore, even had we been able to do so, which at present was impossible; the high rocks presenting an insurmountable

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barrier on the one hand, and the ice by its roughness equally impassable on the other. We pitched our tents on the top of the cliffs, in the ascent of which the before-mentioned snow-bank served as a ladder, and waited for the first favourable change in the ice.

A few days afterwards, Albert (the Esquimaux interpreter) and one of the men, when some distance inland looking for deer, overtook five Esquimaux travelling to the interior with loads of salmon, which they had speared in a rivulet that falls into Pasley Cove. From these the interpreter learnt that the sea ice had commenced breaking up only one day before our arrival, and that they had been in company with the natives of Wollaston Land during the winter, none of whom had ever seen Europeans, large ships, or boats.

During our long and tedious detention here, several gales of wind occurred, principally from the northward, but the space of open water was so small that they produced little effect upon the ice. Our situation was most tantalizing to all the party: occasionally at turn of tide a pool of water, a mile or more in extent, would appear near us, and every thing would be prepared for embarkation at a minute's notice, in expectation of the opening increasing and permitting us to cross to Douglas Island, but our hopes were always disappointed.

A number of observations were obtained which placed our encampment in latitude 68 deg. 24 min. 35 sec. N., the longitude being very nearly the same as that assigned to it by Sir John Richardson and Mr. Kendall. The mean variation of the compass, from eight sets of azimuths, on different days, and at different hours, was 59 deg. 8 min. 08 sec. E., the extremes being 57 deg. 42 min. and 61 deg. 25 min.

The ice continued driving to and fro with the tides, without separating sufficiently to allow of the practicability of passing among it until the 19th August, when there was more open water to seaward than we had yet observed, caused by a moderate southerly breeze that had been blowing for the last two days.

After waiting some hours for a favourable opportunity of forcing our way through a close-packed stream of ice that was grinding along the rocks as it drove to the northward, we at last pushed off, and after more than once narrowly escaping being squeezed, we reached comparatively open water, where we had room to use our oars. We had pulled more than seven miles, and were still three miles from the island (Douglas), when we came to a stream of ice, so close packed and so rough that we could neither pass over nor through it; a thick fog had come on, and the ebb tide was carrying us fast to the S. E. Under these circumstances I thought it advisable to return towards the main shore, on which we landed early on the morning of the 20th, a short distance to the south of the place from whence we had started. A N. W. breeze came on some hours after landing, and cleared away the ice a few yards distance from the beach, of which we took advantage to shift our quarters, which being under some crumbling cliffs, were neither safe nor convenient.

We poled along shore for three miles or more towards Point Lockyer (the only direction in which we could go), and then took shelter in a small bay, into which we had scarcely entered when the wind changed to E. N. E., and in a very short time left not a spot of open water visible, either near shore or at a distance.

The wind continued to blow from E. and N. E. for the two following days, during which, when the tide was in, we advanced a few miles to the south, principally by launching the boat over the ice.

On the evening of the 22d I ascended a hill near the shore, from which a fine view was obtained. As far as I could see with the telescope in the direction of Wollaston Land, nothing but the white ice forced up into heaps was visible, whilst to the E. and S. E. there was a large space of open water, between which and the shore a stream of ice, some miles in breadth, was driving with great rapidity towards Cape Hearne and its vicinity.

As the fine weather had now evidently broken up, and as there was every appearance of an early winter, I thought it would be a useless waste of time to wait any longer in hopes of being able to cross to Wollaston Land; I therefore gave orders for our return towards the Coppermine, at which I did not expect to arrive in less than a week, as the ice wore as unfavourable an aspect as it did last year.

At

At an early hour on the 23d the men commenced carrying the baggage to Point Lockyer, still more than a league distant, and afterwards hauled the boat to the same place; doing this gave all the party 10 hours' hard work; but our fatigues were soon forgotten on finding some open water on the south side of the point, in which we were speedily afloat and sailing before the fast-decreasing breeze. It fell calm in half an hour; but we plied our oars to such good purpose, that we pitched our tents late at night on Cape Hearne.

Here I had expected to find the ice close packed on the shore, and quite impassable, but I was agreeably surprised to discover as we advanced, that there was a lane of open water between the beach and the pack, wide enough for us to pass through.

The only way that I can account for this is, by supposing that the gale of wind that had been blowing from N.E. and E.N.E. had shifted to N. and N. W. as it approached the land, and carried the ice along with it.

By working 17 hours next day we came to the mouth of the river, and on the following morning ascended to the Bloody Fall. Here fish were still very numerous, and whilst some of the party were cooking, others set a couple of nets to obtain a supply for some days.

I may here mention, that when on the coast, we obtained as many salmon and herring* as we could consume, when there was a piece of open water large enough for setting a net to be found.

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* Herring salmon.
(C. Lucidus?)

Dease and Simpson, after hauling their boats over the rocks opposite the lower and strongest part of the fall, had them towed up the remainder by water; and as our boat was now much weakened by the rough usage it had unavoidably been exposed to, for the purpose of saving time, and the tear and wear that would be caused by having it dragged over the portage, I was desirous of doing the same. I was the more led to do this, as the men were of opinion that it might be effected with safety. All that appeared in any way difficult was easily done, and there was only one short place to be ascended, which was so smooth that a loaded boat might have passed it; here, however, from some unaccountable cause, the steersman was seized with a sudden panic, and called to those towing the boat to slack the line. This was no sooner done sufficiently to allow him to get firm footing, than he leaped on shore, followed by the bowsman, and allowed the boat to sheer out into the current, where the line broke, and the boat soon afterwards oversetting, was carried into one of the eddies some distance down stream; to which Albert and I ran, and stationed ourselves at two points of rock near which the wreck would pass. It drove to where Albert was, and he hooked it by the keel with an oar until I came to his aid, when I fixed a pole in a broken plank and called my companion to assist me holding on; he either did not hear me correctly, or thinking he would be of more use on the bottom of the boat, sprung to it, and before I had time to call him off, or even think of his danger, they were carried by a turn of the current into a small bay, where I believed both were safe; not so, however, for the next minute they were swept out again, and the last I saw of our excellent interpreter was his making a leap towards the rocks; he missed them and disappeared, nor did he rise again to the surface.

This melancholy accident grieved me much, as the brave lad was universally liked for his activity, lively and amiable disposition, and extreme good nature. On James Hope, the steersman, rests all the blame of the loss of the boat; his carelessness in using a small towing-line when there was a much stronger one in the boat, and his cowardice where there was no danger, can admit of no excuse.

On taking up our nets (which we laid carefully on the rocks for the Esquimaux), they were found full of herring salmon, in fine condition.

We commenced our journey across land, towards Great Bear Lake on the 26th, each of the men carrying about 90 lbs., my own bundle being nearly 50 lbs.

Three days easy march brought us to that part of the Coppermine (latitude 67 deg. 12 min. N.) from which it was my intention to make a straight course to Fort Confidence. Here we expected to meet with some Indians, but we did not fall in with them until the following evening, when our loads were much lightened, and we arrived here early this afternoon (being our seventh day from the Bloody Fall), accompanied by upwards of 30 of the natives, who had joined us at different parts of the route.

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The two men who had passed the summer at Fort Confidence were well, and having all the stores ready packed, I shall leave this to-morrow, after supplying the Indians with ammunition to enable them to hunt their way to the trading posts.

I have, &c.
(signed) *John Rae.*

Fort Simpson, 26 September 1849.

P. S.—I arrived here this afternoon, and intend sending off the expedition men to Big Island, Slave Lake, on the 28th, with an ample supply of nets and twine, so as to enable them to procure sufficient fish for their winter provisions, without being any additional expense to Government.

(signed) *J. Rae.*

No. 5 (C.)

COPY of a LETTER from the Secretary of the Hudson's Bay Company to
John Parker, Esq., M.P., Secretary of the Admiralty.

Hudson's Bay House, London,
21 August 1850.

Sir,

I AM directed to hand you, for the information of the Lords Commissioners of the Admiralty, the enclosed extract of a despatch just received from Sir George Simpson.

I have, &c.
(signed) *A. Barclay, Secretary.*

Enclosure to No. 5 (C.)

EXTRACT of a DESPATCH from Sir *George Simpson*, dated Norway House,
26 June 1850.

I AM sorry it is not in my power to give any information respecting the fate of the expedition under the command of Sir John Franklin, as no advices have been received here from the Arctic regions since the arrival of the express which conveyed Chief Factor Rae's letters, up to the 29th November, receipt of which was acknowledged from London previous to my departure from Canada.

The packets that were forwarded from Lachine to Mr. Rae and Captain Pullen, under dates 21st January and 14th February, reached Red River settlement respectively on the 30th March and 30th April, but, from the circumstance of the bearers of the first packet having lost their way between Cumberland and Lac la Rouge, occasioning a loss of nearly a month, they did not reach Isle à la Crosse till the 1st June, one packet arriving there in the morning, and the other in the evening of that day; the former was dispatched within an hour after its receipt, and the latter in like manner, the bearers of the second packet overtaking those who started in the morning. As the navigation of the rivers was open, it was expected that both packets would have reached Great Slave Lake before the breaking up of the ice, in time to enable Captain Pullen and Mr. Rae to have resumed their search, provided there were sufficient provisions in the district for that service; but that is exceedingly doubtful, as the demands upon our resources during the three past years have exhausted our reserves (which, under the most favourable circumstances are always low in that poor and remote part of the country) to such a degree that it was found necessary to send many of the servants, during the past winter, to neighbouring lakes to subsist themselves by fishing. The two boat loads of provisions, with crews of 15 men, ordered by me, under date 21st January, to be forwarded from Red River, to meet the demands of the expeditions to be fitted out this summer, were dispatched by Chief Factor Ballenden at the opening of the navigation, with 100 pieces of pemican and flour, stores of tea, sugar, biscuit, pork, &c. for Captain Pullen and Mr. Rae, and about 15 bales of clothing.

Owing

Owing to the late breaking up of Lake Winnipeg these boats did not reach the Grand Rapid until the 12th June, but as the crews consisted of 14 picked men of the settlement, and one of the most experienced and active guides, they will doubtless make an expeditious voyage to Mackenzie River; I fear, however, they will arrive too late to be available for service during the present season of open water.

It is expected the cargoes of these boats will be delivered entire, as arrangements had been made to victual the crews for the whole voyage from Red River to Mackenzie River.

The continued absence of Chief Factor Rae from the charge of the important district of Mackenzie River is attended with very serious inconvenience to the business, but we consider no sacrifice too great in giving effect to the views and wishes of Her Majesty's Government and the British public in reference to this painfully interesting service.

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No. 5 (D.)

COPY of a LETTER from Sir *John Richardson*, M.D., C.B., to Captain
Hamilton, R.N., Secretary of the Admiralty.

My dear Sir, Haslar Hospital, Gosport, 10 October 1850.

I SEND you an extract of a letter which I received from Dr. Rae by last night's post. The same conveyance will doubtless bring official letters from him and Captain Pullen, but there may be something in this private communication of interest.

I have nearly completed my report on the relics from Cape Riley, and Sir Edward will, I believe, transmit it by this night's post.

I remain, &c.
(signed) *John Richardson*.

Enclosure to No. 5. (D.)

EXTRACT of a LETTER from *John Rae*, Esq., Chief Factor, Hudson's Bay
Company, to Sir *John Richardson*.

My dear Sir John, Portage la Loche, 30 July 1850.

I HAVE now the pleasure to acknowledge your several kind and interesting favours,—of 15th August, from Norway House; of 18th and 19th, from Lake Winnipeg; and 6th September, from Rainy Lake,—all of which reached me on the 5th of April, by our usual winter express. By the Government express, I received three other letters from you on the 25th of June, and the two more, by L'Esperance, on the 25th instant, the latest being dated on the 3d of April.

A list of all the articles brought from Fort Confidence to Fort Simpson was made out, and credited to the expedition; but finding that all, or greater part, would be again required for the contemplated expeditions, I do not send out any accounts of them.

The quantity of dry meat remaining at Fort Confidence, before I left, was 2,200 lbs., the best of which, amounting to 1,600 lbs., was brought away by us; and the remainder, being poor stuff, was given to the Indians, as our boat could contain no more. Of the 1,600 lbs., 850 were used on the voyage to Fort Simpson and Slave Lake, leaving 750 available.

You are aware that I was, if possible, to resume my search this summer for the unfortunate missing navigators. A Government express, conveying instructions to this effect, met me on the 25th ultimo, one day's journey below Slave Lake. Commander Pullen, being in company with his party, received orders to the same effect. The route pointed out for him being to the westward of the Coppermine, as far as Cape Bathurst; and from thence, out to sea, in the direction of Banks Land; rather a hazardous experiment with open boats. As the stock of provisions would not admit of two expeditions being equipped, Pullen (who is much better fitted for such an undertaking, in almost all respects, than I am) had the preference, and will take with him pemican and dry meat to the amount of about 4,500 lbs., which is to be stowed in one of our large batteaux and in one

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of the "Plover's" boats. So small a quantity of provision is left at Fort Simpson that I do not know how our fall business is to be carried on. Two of the Government men, who were unfit for active duty, returned to England; and three of the company's men, including Neil M'Leod, have been engaged in their place.

As 14 men and two boat loads of provisions have been sent from Red River to this portage to fit out another expedition under my charge, I am somewhat at a loss how to act, as the few instructions I have received direct my attention to places where in my opinion there is no chance of learning anything of the objects of our anxiety. As it is the firm opinion of the gentleman in charge, Mr. Murray, of the Youcan, that that river falls into the sea S. W. of point Barrow, and is not identical with the Colville, it appears to me very unnecessary that any party should proceed in that direction. To carry on a search from the Mackenzie, along the coast to the westward, is equally unlikely to be of use.

In order, therefore, that the expenses incurred may not be entirely thrown away, I have determined to return to Bear Lake, and pass the winter at Fort Confidence, to build two boats there, similar to those of Dease and Simpson, and with them attempt next summer to reach Wollaston or Victoria Land, *via* the Coppermine. That the time should not be unprofitably spent I shall, with two or three men, visit the mouth of the Coppermine this fall, and probably go as far as the bay where your boats were left in 1848, to see whether a "cache" of pemican deposited there last year is still safe; this I doubt, as the stony nature of the ground was unfavourable to perfect concealment. Should we be fortunate in procuring provisions during the winter, and our party be healthy in the spring, I shall endeavour to proceed 12 or 14 days' journey to the northward, over the ice, in the month of May next; and in the event of being unsuccessful, as in all probability we shall be, the boats will be ordered to meet me at the Kendall; and should the ice permit, I shall with them endeavour to blot out the memory of my last year's failure. In forming this plan I have been actuated by but one feeling, namely, the desire of pursuing the route in which there is the greatest probability of gaining some information, or finding traces of the gallant navigators or their vessels. To facilitate this, I have requested Mr. Hargrave to procure an Esquimaux interpreter from Churchill to replace poor Albert, and to forward him by winter to Mackenzie River; also to send the "Halkett's" boat that I had with me at Repulse Bay.

Captain Pullen requested me to make over all the instruments of your expedition to him, as soon as he was aware of his returning to the coast; this I at once agreed to do, as he may want most of them at winter quarters. I cannot say much in favour of the men that have been engaged for me; they are all, without exception, either Indians or half breeds from Red River; good-enough men in their way, but not well fitted for what we have to do.

I omitted to mention in the proper place that when the winter packet arrived, and I received your instructions respecting the establishment of an Indian party on the Coppermine, the Martin Lake chief, "Tecocon-ne-betah," with his party was at Fort Simpson, and I had no difficulty in engaging them to pass the summer at certain stations in the route between the Kendall and the Bear Lake. The leader received three notes, which were to be delivered to any Europeans they might meet, in which the strangers were requested to put themselves wholly in the hands of the Indians, who would guide them by the best road to the nearest post, and feed them by the way. In the event of not seeing any parties, other notes, with a rough chart of the best route, were supplied, well wrapped in oil-cloths, which were to be placed on poles in conspicuous stations.

Having arrived here long before "L'Esperance," and there being 10 cargoes to take over the portage, our provisions would have been done ere this had I not, fortunately, brought two nets, with which we catch as many fish in the lake as feed half our party.

My companion at Bear Lake will be Mr. MacKenzie, whom you saw at Fort Norman; he is a fine active fellow, and a good shot. I have promised him 130*l.* per annum, which I don't think too much.

I am, &c.
 (signed) John Rae.

COPY of a LETTER from Commander *W. J. S. Pullen*, R.N., to the Secretary of the Admiralty.

Sir,

Great Slave Lake, 28 June 1850.

I BEG to acquaint you for their Lordships' information, that on the 25th instant, while ascending the Mackenzie, and within one day's journey of Big Island on the Great Slave Lake, I received their despatch of the 25th of January last, and humbly beg to express my gratitude for their expression and token of approbation of my conduct.

With respect to the further search on the Arctic coast, after mature consideration and consultation with Dr. Rae, I have determined on proceeding immediately to the coast in accordance with their Lordships' wishes.

I beg to lay before them a summary of my resources and arrangements for the expedition.

(1st, Boats.)—The boats in which we accomplished our first expedition are in a very shattered condition, as well from the severity of the past winter as from the injuries received during the trip; in fact, one is utterly unseaworthy, and with her I purpose patching up the other, and with a large new boat of the company's, now at Fort Simpson, fitted and adapted for the work, to which end I dispatched a messenger on the 26th instant, I entertain sanguine expectations of satisfactorily performing the required duty.

On my arrival at Big Island I assembled my party, and acquainted them with the intended voyage, when they unanimously volunteered for the service. It was with great regret that I found myself obliged to exclude two of the party from accompanying me; Mr. John Abernethy (acting second ice-master), who suffers from frequent illness, and is, I consider, unfit for so arduous an undertaking; and John Senior, captain of the foretop, who has been suffering with a bad leg, supposed to be a chronic disease. Poor fellow, he was most anxious and willing to go, and would run every risk. I have therefore determined on sending them to England.

To render efficient my arrangements, I have thought it necessary to engage three of the company's servants, viz. Neil M'Leod as steersman and fisherman, at the rate of 4*l.* 10*s.* per month; William Hepburne and Gerome St. George (*dit* Laporte), rated able seaman; their services commencing on the 1st July 1850, and ceasing, the two former on the embarkation at York Factory, the latter on my arrival with party at Norway House. As regards provision, stores, &c. Mr. Rae and myself considered it necessary to provide 30 pieces of pemican and 15 pieces of dried meat, to obtain the former of which it would be requisite to proceed to Fort Resolution, as the lower posts could only supply two-thirds of that quantity. We accordingly proceeded for that post; but being to-day stopped by the ice for an uncertain period, I have thought it better, after again consulting with Mr. Rae, to make up the deficit with dry meat in preference to losing time; only preferring the pemican from its less liability to suffer from wet. I accordingly return to-morrow towards Fort Simpson.

At Fort Good Hope I shall endeavour to engage two Hare Indians as hunters and guides; one, who is there, having accompanied "Dease" and "Simpson" on their trips of discovery. These will augment our party to 17 persons in all, which will not be more than sufficient crews for the boats. I have made a demand upon the company's stores for such articles of clothing and equipment as I deemed absolutely necessary, including a few presents for the Esquimaux, and possibly, for the natives of Wollaston, or Banks Land.

My present intentions are to proceed down the Mackenzie along the coast to Cape Bathurst, and thence strike across for Banks Land; my operations must then of course be guided by circumstances; but I shall strenuously endeavour to search along all coasts in that direction as far and as late as I can with safety venture; returning, if possible, by the Mackenzie or by the Beghoola, which the Indians speak of as being navigable, as its head waters are (by Sir John Richardson) only a nine days' portage from Fort Good Hope, to meet which, or a similar contingency, I take snow shoes and sledges, &c.

During the past winter I observed constantly with those instruments left at Fort Simpson by Sir John Richardson, and shall now retain them for a second

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series, trusting to their Lordships' approval of that measure. I have made known to Mr. Hooper their Lordships' approbation of his conduct, for which he is deeply grateful, and I beg to again recommend him to their favourable consideration as a zealous and active young officer.

In conclusion, I beg to assure their Lordships of my earnest determination to carry out their views to the utmost of my ability, being confident, from the eagerness of the party that no pains will be spared, no necessary labour avoided, and by God's blessing we hope to be successful in discovering some tidings of our gallant countrymen, or even in restoring them to their native land and anxious relatives.

I retain the report of my observations, Mr. Hooper's journal, and other matters, until I can present them in person to their Lordships, forwarding only with this my journal* up to this period, and the lists of articles supplied by the Hudson's Bay Company to the two of the party who now proceed to England.

I have, &c.
 (signed) *W. J. S. Pullen*,
 Commander, R.N.

No. 5 (F.)

COPY of a LETTER from the Secretary to the Hudson's Bay Company to the Secretary of the Admiralty.

Sir,

Hudson's Bay House, 11 November 1850.

I AM directed to transmit to you herewith, for the information of the Lords Commissioners of the Admiralty, an extract of a despatch received to-day from Sir George Simpson, dated Lachine, 25th of October 1850.

I have, &c.
 (signed) *A. Barclay*,
 Secretary,

Enclosure to No. 5 (F.)

EXTRACT of a LETTER from Sir *George Simpson* to the Governor and Committee of the Hudson's Bay Company, dated Lachine, 28 October 1850.

WITH reference to the communication from the Admiralty under date 11th instant, stating that there "was no supply of provisions at Great Bear Lake, and that the party wintering there under Captain Pullen had no food but offal fish," I have the satisfaction to say that, by information conveyed by Chief Factor Rae to Mr. Ballenden, in a private letter which reached him previous to his departure from Red River, there had been no suffering either among whites or Indians in Mackenzie River district during the past year (except at the post on Frances Lake in the mountains), notwithstanding the extraordinary calls on our scanty resources for the use of the recent expeditions.

Captain Pullen and some of his people passed the winter with Chief Factor Rae at Fort Simpson, and others of his party wintered at a fishery on Great Bear Lake, where the supply of fish was abundant and of the usual quality, never complained of by the company's servants, although in the letter from the Admiralty described as "offal;" but as might be expected, the people being unaccustomed to such diet were somewhat dissatisfied with it, an evil which could not be remedied. The supply of pemican and flour sent from Red River this summer for the use of the expeditions, had been received, which, in addition to the stores of provisions collected during the spring at the different posts, removed all apprehension of scarcity; but even were it otherwise, it would be quite impossible at this season to forward supplies in time to be available for the ensuing winter.

In the communication from Dr. Rae to Mr. Ballenden, already referred to, it is stated that the despatches from England (noticed in the 31st paragraph of my

* Has not been received at the Admiralty.

my general despatch of 26th June) were received by him and Captain Pullen between Fort Chipewyan and Portage La Loche; Captain Pullen immediately returned to resume the search, and Dr. Rae was about to follow him from Portage la Loche.

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mander Pullen, &c.

No. 5 (G.)

COPY of a LETTER from Commander *W. J. S. Pullen*, R.N., to the Secretary of the Admiralty.

Fort Good Hope, Mackenzie River,
17 July 1850.

Sir,

I HAVE the honour to report for the information of their Lordships, a summary of my proceedings since the 28th ultimo, at which date I had the honour of dispatching my last letter by the H. B. ship from York.

I returned to Fort Simpson on the 3d instant, from which date until the 11th, my own party as also the people of the fort were busily engaged in preparing the boats for the voyage, some of the blue jackets volunteering to act as carpenters, and handling saws and planes with nearly equal facility as the marlinspike. I have had the new boat (of which the dimensions are in the margin) fitted with two masts, fore and aft sails, and an iron keel-band. She is certainly very large, but the only smaller boat there (built for Sir J. Richardson) is not of sufficient capacity to contain all our provisions and stores; and should we have the good fortune to discover the missing party, we shall be enabled to afford them more efficient assistance, although her size will entail on the party a little extra work as regards ice, portages, &c. The "Logan" was as thoroughly repaired and fitted as possible, and having received provisions, stores, &c. from Fort Simpson, we started from that post on the 11th instant, reached Fort Norman on the 13th, stopped there one night to receive the contingent of provisions and stores from that station, and arrived here yesterday morning, having pulled day and night (the wind being almost constantly fresh against us) with exception of one or two trials of sailing, in which the "Try Again" (which name I have given to the large boat) answered as well as could be expected. We have here completed our supplies, amounting to 45 pieces, sufficient for 120 days for our party of 17; I intend also to take up the pemican buried at Point Separation, leaving a notice there, should any parties arrive and need provision, of the nearest post where they may be obtained, which I consider to be that on Peel's river, to reach which cannot occupy them more than three days at the farthest, although I do not consider it probable that any party can arrive, or at any rate before our return, when I shall if possible replace it. I have engaged here two Indians to accompany us as hunters, and made arrangements for others to look out for us on the banks of the "Beghoola" or "Inconnu," should we ascend that river, which they say is seven nights from this, and well stocked with deer; but we should probably take a rather longer time to accomplish the journey across, as our men cannot be such expert walkers as those trained from their infancy to the exercise.

"Try Again."

| | ft. | in. |
|----------|-----|-----|
| Length - | 40 | 0 |
| Keel - | 30 | 0 |
| Beam - | 9 | 4 |
| Depth - | 3 | 2 |
| Masts - | 22 | 0 |

Should we fortunately attain Banks Land and find the sea clear to the eastward and a favourable breeze, I am led to suspect that we may possibly proceed to Port Leopold; but I only name this as a possible chance, should their Lordships not hear from me of our return this season. Again, could we only reach Cape Bunny with our boats, whence Sir James Ross turned to the south, we shall certainly not return, but proceed on foot, for which I think we cannot be better provided, all hands being equipped with dresses and mocassins of moose leather, than which nothing is better adapted to resist the icy blasts of the frigid north, requiring less under clothing, which should always be of flannel or woollens, except for the feet, duffle or blanket wrappers being far preferable to any kind of sock or stocking, and thus the men are less tightly and clumsily clad than with the usual provision of cloth garments, English leather shoes, &c.

I have written to Mr. Rae, requesting a supply of provision, clothing, &c., the former to meet our wants in case of return by the Beghoola, and to carry us on

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to the wintering station, which the period of our arrival can only determine ; the latter to repay our Indian hunters, who will not go further south, and such others as may assist us, for their services.

We are just on the point of starting, and I hope to reach the sea about the 23d instant. Wherever I meet with remarkable headlands or points either on this coast or otherwise, I shall take care to have conspicuous notices of our visit, and perhaps a deposit of provisions. Our stock on leaving Point Separation will consist of 2,300 pounds of dry meat, and 1,700 pounds of pemmican ; also half-a-dozen cases of preserved meat, which will remain so to the last.

Agreeably with the opinion expressed in the latter part of my journal, I do not think that Captain Collinson's ships will be able to get along the coast from Point Barrow, if they reach so far, unless the ice be further removed from the shore than at the time of our last voyage. The steam launch will have a good chance, as drift wood is plentiful along the coast east of Cape Halkett, and of course boats may again do what boats have done before.

The season has been extraordinarily fine, and our steersman (an intelligent man), who was on the coast in both expeditions of Sir John Richardson and Mr. Rae, is confident of an open sea. Others also, natives of the country, are of the same opinion.

Should I find provision and fuel plentiful on Banks Land, it is possible that I may winter there, for the further prosecution of our search next season.

In conclusion, I beg to assure their Lordships, that no efforts (as I before said) will be spared to endeavour to carry out their wishes to the utmost, and hope that the termination of this season may, by God's blessing, throw some light upon the whereabouts of the missing ships.

I have, &c.
 (signed) *W. J. S. Pullen*, Commander R. N.,
 Commanding Boat Expedition in the Arctic Seas.

— No. 6. —

No. 6.
 Proceedings of
 H. M. S. "North
 Star."

PROCEEDINGS of Her Majesty's Ship "North Star," Mr. *James Saunders*, Master-Commanding, on an Expedition to *Barrow Straits*, with Stores and Provisions, in 1849 and 1850.

(A. and B.)

No. 6 (A).

NARRATIVE of the PROCEEDINGS of Her Majesty's Ship "North Star," Mr. *James Saunders*, Master-Commanding, on an Expedition to *Barrow Straits*, with Stores and Provisions, in 1849 and 1850.

Sir,
 Her Majesty's Ship, "North Star,"
 Spithead, 28 September 1850.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, an account of the proceedings of Her Majesty's ship, "North Star," from the 19th July last year, up to which date their Lordships have already been made acquainted.

After the boats of the "Prince of Wales" whaler left the ship on that date, I proceeded along the edge of the ice in search of an opening to get through the pack (as there was no land floe in Melville Bay), being occasionally compelled to make fast to a berg or large floe whenever our progress was impeded either by the closing up of the ice or calm weather. In this way we continued making little or scarce any progress until noon of Sunday, the 29th of July, being then in the latitude 74 deg. 32 min. N. and long. 59 deg. 17 min. W. when a fine breeze sprung up from E.N.E., with clear weather, which enabled us to run

run between the floes, which had considerably opened, leaving wide lanes of water between them, at the rate of about five miles an hour.

We continued running in this way as nearly in the direction of Cape York as the ice would allow us, and I had then great hopes that we should be enabled to get through without much detention; but we were doomed to be again disappointed, for at about 4 p. m. the ice began to close very rapidly from the southward, which prevented our further progress, and we were obliged to seek shelter in a bight in one of the largest floes we could see. The wind shifted to S. S. E., and blew a strong gale with heavy rain. The ice, which was all in large floes, pressed against each other with great force, squeezing up and breaking in all directions.

The ship being providentially placed in a bight or notch in the floe, to which she was made fast, we were enabled to veer her further into it as the edge of the floe broke away by the outward pressure, and by that means kept her in the only pool of water to be seen, and prevented her from receiving any injury.

The rudder was unshipped and hung across the stern, and the yard and stay tackles got up, and everything prepared for hoisting the large boat out, in the event of any accident happening to the ship.

A quantity of provisions was also got on the upper deck, ready for placing in the boats, if wanted, and which were kept up during the whole time the ship was beset.

At midnight it blew a very heavy gale, with rain, from S. S. E., which weather continued, with little intermission, for the two following days. We were thus beset by the ice from this date until the 26th of September, and kept drifting about with it in a totally helpless condition. Every opportunity, however, was embraced of endeavouring to extricate the ship by heaving and warping, whenever the slightest opening took place in the ice.

During the month of September the bay ice formed so strongly as to cement the whole mass together, forming one large floe.

On the 21st September it blew a strong gale from the eastward, and the ship drifted with the pack rapidly to the westward, and at about 5 p. m. the ice was opened, in consequence of its coming in contact with an immense berg of some miles in circumference, which was lying aground and kept breaking up the floes as they were carried against it with the current, the ship also drifting directly in front of it, and at 9 p. m. she was within a quarter of a mile of it. The yard tackles were got up on both sides in readiness to get the large boat out, as it was impossible to say on which side they might be wanted, the ship being turned round in all directions by the ice as it pressed in. We continued in this way until about midnight, when we were pushed round the inner edge of the berg with a body of ice which had now become very small by the immense pressure, and continued drifting with it to the north-west.

Fortunately, the ice was now small, and much decayed, for had it not been so, nothing could have saved the ship, and, I fear, the crew also; for, unlike a whaler, who, although severely nipped, is kept afloat by her empty casks until provisions can be got up sufficient to last for a long time, with us it would have been quite otherwise, for, being deeply laden, if nipped, would have sunk almost immediately.

On the 22d September the ship continued drifting in the same manner to the N. W. with the ice, which was continually coming in contact with the numerous bergs that were aground. At noon, the latitude observed was 75 deg. 38 min. N. and longitude 68 deg. 12 min. W.; throughout the day the wind was blowing strong from the south-east.

At 1 a. m. of the 23d we were much in the same perilous situation as we were at midnight of the 21st, being carried along in front of an immense iceberg which lay aground, and against which the ice was pressing with great force; but the same Almighty Providence which had protected us on all former occasions, was equally kind in the present, and allowed us to be pushed clear of it, the ship passing along its easternmost side about 300 yards from it.

We continued drifting along the land in a most unsafe and precarious situation, as the ice was carried about and broken up in its passage between the numerous icebergs which lined the coast, until noon of the 26th September, when we appeared to be drifting directly towards Wolstenholme Island, and it was doubtful whether we should pass within or without it. Here providentially the ice appeared much looser, caused by the water being much deeper, and allowing

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the bergs that had passed the ridge of others that were aground off Dudley Digges (and which materially retarded the progress of the pack) now to float away. At 1 p. m. we opened Wolstenholme Sound, and observed it perfectly clear of ice, caused by several icebergs lying aground off Cape Athol, which prevented the ice from entering, and turned it outside of the island.

All sail was immediately made on the ship (although it was blowing a heavy gale) to force her through the ice; fortunately the masts and yards held on, and she pushed her way through, and reached open water at 3 p. m. The rudder was then shipped, and we stood up the sound, anchoring in 19 fathoms, when it became dark.

On the 30th September, after examining the sound, the ship was removed to winter quarters at the head of the bay, and safely moored in latitude 76 deg. 33 min. N., longitude 68 deg. 56 min. 15 sec. W.

I cannot sufficiently express the heartfelt joy that every man and officer felt at this unexpected and miraculous dispensation of Providence in releasing us from the ice in the extraordinary manner in which we were; for if we had not got in here, I fear very few if any of the crew would have survived the winter, as it is more than probable the ship would have gone to pieces, and a sufficient quantity of provisions could not have been saved to have lasted them for so long a time. This the most thoughtless of the crew appeared to be quite aware of.

Here we found a settlement of Esquimaux, and another one about 12 miles down the sound. They appear very harmless people, but possessing less ingenuity than any race of beings I have ever yet seen. Each settlement consists but of one hut, in which a number of families dwell. These huts are generally formed about half underground, on the slope of a hill, near the sea, the upper part being built over in a very rude manner with rough stones. They do not know the use of boats, and their only weapon appears to be a small spear, which they carry in their hand.

They live entirely on raw food, mostly seal's flesh. Not having boats, they are compelled to follow the land ice to the north during the summer, depositing the seals which they kill at their various stations along the coast, on which they retreat during the winter, as their stock to the northward becomes exhausted.

As I cannot here enter into minor details as to our proceedings throughout the winter, I would briefly state that the ship became frozen in on the 12th of October, when the housing was spread over, and every other preparation made for the winter. The thermometer did not fall below zero till the beginning of November.

On the 24th of October the sun just showed itself above the hills at noon, and did not reappear until the 17th of February when his upper limb again made its appearance. A period of 116 days.

During the winter we had heavy gales of wind occasionally from the eastward, during which time the thermometer invariably rose, sometimes nearly to zero, as also in cloudy weather.

I may here add that throughout the whole voyage neither the marine nor the aneroid barometer have been of any use to indicate the weather, although both appear quite sensitive and move together.

We found February our coldest month, on the 24th of which the thermometer was registered at 9 and 10 p. m. at 63½° below zero, and at 61° for the following eight hours. It also fell to 63½° on the 27th. The thermometer by which this was registered and the meteorological table was kept, I have carefully put away, in order that it may be tested, as I believe that to be the coldest natural temperature ever registered. On Monday the 28th of January 1850, an Esquimaux was brought alongside in a sledge in a most deplorable condition from frost bites; and as his companions threw him off from it at the foot of our ladder, making us to understand they wished us to cure him, I felt compelled from humanity's sake to receive him on board, though reluctantly, as he was much in the way of our men on the lower deck. For the first two months he appeared to do well, and I was in hopes we would be enabled to cure him; and in the meantime, as a sort of recompense, I expected to make him understand our language sufficiently to inquire if he could give us any information respecting Sir John Franklin and his party, or any of the other Arctic ships. However in this I was disappointed, for although he was on board upwards of three months, he did not appear to understand us better than when he first came. His new mode of living being totally different to what he had been accustomed, he became unwell and died on the 9th of May.

Our

Our crew remained in good health and spirits throughout the winter, they of their own free will taking every necessary exercise until the month of April, when several slight cases of scurvy made their appearance, and on the 12th of May the assistant surgeon (who examined the men every Monday morning) reported to me that he feared we should have still more fresh cases, and recommended that vegetable diet or pickles should be supplied to them as a preventive. Having none on board for our own use, I felt it my duty to order that part of what we had on board for the Arctic ships should be issued. I also directed that the crew should be put on a full allowance of bread, they having been on two-thirds during the winter, we not having had room to stow the same proportion of that species as of the other kind of provisions on leaving England.

I regret to state that four of the men died, although neither of the cases could be attributed to the climate. I cannot help here mentioning the very great attention and kindness paid by Mr. James Rae, the assistant-surgeon, to the sick under his care on all occasions; nor was it limited to that alone, for his attentions to the ventilation of the ship, and health and comfort of the crew, were his most anxious study, and I received many valuable suggestions from him on these points. I therefore strongly recommend him to the favourable consideration of their Lordships.

At the commencement of the severe season we were annoyed with steam from the galley, when a large ventilating funnel was placed over the coppers, and led up through the housing, which completely carried away all the steam; several other smaller ones were got up in different parts of the ship; and I may state that throughout the whole season there was not a particle of damp on the lower deck, and the temperature was between 40 and 50 deg.

Not being fitted with the heating apparatus, I got a stove fitted in the gun-room, and another in the cabin, as also two on the lower deck, from which funnels led through all the cabins, keeping the temperature to between 40 and 50 deg., and preventing any moisture from accumulating. The officers were also enabled to dry their clothes when a strong fire was kept up, by hanging them round about the funnels.

As the spring and summer advanced, shooting parties were sent away, when all we succeeded in getting was only about 50 hares and a few wild duck. Several foxes were also shot during the winter.

Beacons were erected on the north and south entrance of North Star Bay, in which were placed a cylinder containing an account of our having wintered there, and intentions of proceeding to the westward when liberated, a copy of which I enclose.

A beacon was also erected to mark the place where the four men were buried, in which a similar notice was enclosed; having added to it their names, ages, and date of decease.

When the weather became sufficiently warm to allow the carpenters to handle their tools in the open air, the ice was dug away from round the bows of the ship for 3 feet deep, to examine and repair what injury she received in coming through the ice last year, which was found to be very trifling; the galvanized iron with which her bows had been covered was all ragged and torn off. It being thinner than copper was of no protection to the wood, and only injured the warps in hauling them across the bows.

The iron casks in which we held our tar and oil were broken up and used for covering her bows, which made the ship in a much better condition for taking the ice than when she left England. The upper deck was then caulked, as the frost during the winter had drawn all the pitch out of the seams. The pitch in the seams of the ship's sides was found not to be injured, having been protected from the intense cold by the snow embankment with which she was surrounded during the winter.

During the month of June the rigging was refitted and blacked down, the sails repaired, the ship and boats painted, and everything got ready for sea.

From this time the few cases of scurvy which had made their appearance in April now rapidly disappeared, and since then we have all been perfectly healthy.

About the 1st of July, everything being in readiness for sea, directly an opportunity might occur, my whole attention was directed to watching the progress of the dissolution of the ice; and Mr. Leask, the ice master, was sent to the top of a high hill every day, to examine its state in the offing.

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The ice rapidly disappeared in the bay, the floe becoming covered with pools of water, and in many places holes formed right through, which increased in number every day. All along the shore the ice was broken up by the tide, and it daily became more difficult to land.

On the 13th of July, the water caused by the melting of the snow on the hills in the interior, which poured down like a river through the south ravine, had completely cracked the floe across, and opened it out from 20 to 60 feet in width.

I therefore determined to saw a canal down to it from the ship, a distance of 2,030 yards.

On the morning of the 16th we commenced our labours, beginning from the ship and sawing towards the crack. On the evening of the 22d the two straight cuts were completed, the ice varying in thickness from 2 to 4 feet and a half. On the 23d we commenced cross cutting, which we found to form more than twice the above length, on account of having been obliged to enlarge the width of the canal 1 yard in every 10, to admit of the floating out of the pieces when the ice in the offing might open. On the evening of the 25th, the ice having become so rotten, the saws and other implements were brought on board, for it now decayed so very rapidly, that I considered it would soon all break up itself.

During the latter part of July the ice decayed in an astonishingly rapid manner; the floe, which some short time ago was 4 feet in thickness, was now broken into small pieces, and was fast disappearing, so much so that the water alongside the ship on the surface was perfectly fresh.

On the morning of the 1st of August the ship was got under weigh, and hauled out of her winter quarters, where she had remained upwards of 10 months. During the whole of that day and the next all hands were employed warping, heaving, and towing her through the ice in the sound; and after very great exertion succeeded in getting her into open water on the morning of the 3d. We then made sail, and beat out between Wolstenholme Island and the main, and stood to the westward. About 25 miles west of Wolstenholme Island we fell in with the pack, or middle ice, which we entered; and after several vexatious stoppages and hard labour, we succeeded in reaching open water at midnight of the 6th, and stood over for Possession Bay, on our passage to which, a distance of 150 miles, we did not meet with any ice, not even bergs.

At 8 p. m. on the 8th of August, I sent a boat into Possession Bay to ascertain if there were any tidings of the Arctic ships, or any other information to guide me; having failed last season in meeting with the "Investigator," I was comparatively without instructions. At midnight the boat returned, without having discovered any trace of the ships, except Captain Sir James Ross's instructions to Captain Bird, dated July 1848 (printed in Arctic Papers, marked C. page 4). Also a notice from Captain Ross, stating that they got through the pack on the evening of the 22d August 1848, examined Pond's Bay on the 23d, and left this notice on their way to Lancaster Sound on the 25th August. (A similar notice to this is printed in Arctic Papers marked C. No. 11, page 7, from Captain Bird.)

Being desirous of obtaining observations for longitude at this place, to ascertain the relative position of our winter quarters, and the weather being foggy, I laid off and on until it might clear up for that purpose, which it did on the afternoon of the 10th; when having obtained the required observations, and left a notice of my intentions to proceed to Whaler Point, or to any of the other places mentioned in my instructions, to land the provisions, I then proceeded up Lancaster Sound, with a fine breeze from the eastward, and made the land near Whaler Point on the afternoon of the 12th, without meeting with any obstruction from ice. As we neared the land we found the ice extending off Port Leopold about 12 miles. After trying every possible means to get the ship into the harbour until 8 p. m. of the 14th, and without perceiving the slightest prospect of success, I bore up for Port Bowen, having previously sent in a boat with a notice (a copy of which is enclosed), stating, that finding no prospect of getting in there, I would endeavour to land the provisions at Port Bowen or Port Neill.

Captain Sir James Ross will already have acquainted their Lordships of the provisions, stores, &c. which had been left there, and which appeared to me to remain exactly as they had been left. The housing or tent cover was very much torn and rotten, and I should say in another winter will disappear altogether.

(A copy

See Enclosure 2.

(A copy of the notice found there I beg to enclose*.) From the purport of that notice I was left in such doubt as to whether the ships had gone home, and from the appearance of the ice, and the bad season last year, I deemed it advisable to land the provisions at all risks.

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On the evening of the 15th of August we examined Jackson's Inlet, Port Bowen, and Port Neill, all three of which places we found completely blocked up with heavy land floes of old ice. Finding it perfectly impossible to land the provisions here, I again stood over for Port Leopold, and on the 16th made another attempt to enter it, but I found the ice to extend much further off from it than before.

* See Enclosure 3.

The ice appeared to extend in a north-east direction in a solid pack from Cape Clarence to the north side of Barrow's Straits, completely blocking up that strait; and also across Prince Regent's Inlet to the south-east, where it reaches some miles south of Port Neill. The first gale from either north or south will turn either of these bodies right across the entrance of Port Leopold, and completely seal it up.

Finding it impossible to get into Port Leopold with the ship, or even to send in a boat to remove the notice I had left there before going to Port Bowen, and on account of the advanced state of the season not deeming it prudent to put off any more time where there was so little prospect of success, I threw over a cask containing a notice (a copy of which I enclose), and proceeded to the eastward, with the intention of landing the provisions at some of the places indicated in my orders.

See Enclosure 4.

At noon of the 21st, being in latitude 73 deg. 56 min. N., and longitude 83 deg. 42 min. W., two brigs were seen to the eastward, which on closing at about 3 p.m. were found to be the "Lady Franklin" and "Sophia," in search of Captain Sir John Franklin. By these vessels I received their Lordships' letter to me, dated 10th April 1850, together with a "Return of the Arctic Correspondence." By that letter I was informed of the return of the "Enterprise" and "Investigator," which made the necessity of the provisions on board being landed more urgent; I therefore determined to do so, if possible, somewhere near Navy Board Inlet, which seemed to me on the passage up to be the only likely place we saw, and at which I was informed by Mr. Penny I should find a safe harbour.

Judging from the latter part of their Lordships' letter, where I am ordered to land the provisions at Disco or the Whale Fish Islands, that they imagined I had not got over to the western side, and considering that provisions would be far more available here, as I knew that the whole eight vessels in search of Sir John Franklin were in Lancaster Sound, I therefore told Mr. Penny that I would endeavour to land them as above-mentioned, if possible; and if a safe harbour could not be found to land the whole, I would endeavour to land some for his or the other ship's use in the event of shipwreck, and proceed with the remainder, as ordered, to Disco.

By him I received intelligence that the eight vessels came through Melville Bay in company, and that he, with his consort the "Sophia," parted from them on the 15th of August off Dudley Diggs; that off Cape York they learnt from the natives where we had wintered, and the "Felix" and "Intrepid" went in search of us.

During the afternoon it continued perfectly calm, which gave the two vessels an opportunity of writing home. At 2 a.m. of the next morning (the 22d) a light breeze sprang up, when we parted company. At five we observed a schooner under the south land, and soon afterwards Commander Phillips came on board from the "Felix;" by him I received information that his schooner parted company off Dudley Diggs on the 16th with Her Majesty's ships "Resolute" and "Pioneer," also the "Prince Albert," and on the 17th he parted company with Her Majesty's ships "Assistance" and "Intrepid," off Cape Leopold. These vessels were to proceed up the northern shore of Lancaster Sound; he accompanied them into Wolstenholme Sound, opened the beacons we had left, and found we had sailed. He also informed us that Captain Austin was going to Pond's Bay, and from thence up the south side of Lancaster Sound, and that letters would be found in a cairn on a low point on the north side of Pond's Bay.

On the morning of the 23d, being off Wollaston Island, I dispatched in a boat (in charge of Mr. Leask, the ice master) to look for a harbour. At 2 p.m. the boat returned, and he then informed me that provisions might be landed in a bay just within the easternmost Wollaston Island, the soundings gradually

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decreasing; I therefore ran in and moored the ship in four fathoms, about a quarter of a mile from the shore; every thing was then got ready for landing the provisions, which was commenced at 4 a. m. of the following morning. The beach, which consisted of loose stones, among which large pieces of ground ice had been thrown up, rendered the landing very difficult; however, with the assistance of all the spars and planks that we could collect we managed to get them rolled up.

During the time we were landing the provisions the crew worked with great spirit under the superintendence of Mr. John Way, the senior second master, who conducted the operation with great energy and ability, and who seemed determined that no obstacle should prevent the fulfilment of the object. He also superintended the sawing out of the canal in Wolstenholme Sound, the landing the notices in the boats at the various places, and every other duty where trust was required, highly to my satisfaction, and I cannot too strongly recommend him to the favourable consideration of the Lords Commissioners of the Admiralty for his promotion, which I consider he so much deserves.

I would also further state, that whilst discharging the provisions and other stores, I was highly pleased with the zealous and active part Mr. James J. Rutter, the clerk in charge, took, in assisting, as far as possible, the fulfilment of that important duty, especially considering the hurry and bustle which attended that process, situated as we were. Not only on this occasion, but during the whole time he has been under my command, I have had great reason to be pleased with him, and would strongly recommend him also to the favourable consideration of their Lordships for his promotion, which I consider he so well merits. The drawings taken by him of Wolstenholme Sound, North Star Bay, &c., are enclosed *, with the charts or plans of Wolstenholme Sound, &c., which latter were drawn by Mr. Aylen, master's assistant, under my immediate superintendence.

See Enclosure 7.

By the evening of the 28th of August we had succeeded in landing the provisions as per invoices enclosed, which was a sufficient supply for lasting 100 men for 12 months, in addition to a large quantity of preserved soups, vegetables, pickles, and other comforts, and about 40 tons of coals. I also landed our own housing to cover the tea and other perishable articles, which might prove very useful in keeping men warm, and sheltering them in the event of shipwreck.

Whilst employed landing the provisions, three very large deer, with immense horns, were seen walking about near them at one time (and I believe there were more seen at other times); but we were far too much occupied to think of looking after them.

See Enclosure 6.

Everything was now completed, except the erecting of a beacon flagstaff, similar to the one erected on the 26th, on a low point outside (as per margin), and for which everything was landed ready; and it was my intention to have sent a party to erect it next morning whilst unmooring the ship; but during the night the wind shifted to the westward, and blew very hard the following morning, causing a heavy ground-swell. As the gale was increasing, and the ship being on a dead lee-shore, and the holding ground very bad, the bottom consisting of loose stones, I could not venture to weigh the anchor; I therefore deemed it prudent, for the safety of the ship, to slip the cable at the fifth shackle, and proceed to sea. Fortunately a stone beacon or cairn was erected near the provisions, with a pole in the centre of it, in which was deposited a cylinder containing an invoice of all that had been landed. This beacon is in lat. 73 deg. 44 min. N., and long. 80 deg. 55 min. W.

See Enclosures
 7 and 8.

Having only about three months of the "North Star's" own provisions remaining on board, and considering it would be running far too great a hazard to attempt to leave Navy Board Inlet with so small a quantity, owing to the possibility of being caught in the pack on the way home, and thereby detained another winter in the Arctic regions, I therefore desired the clerk in charge to retain a sufficient quantity of those shipped on board for the expedition so as to complete up a 12 months' supply.

During the time the men were employed in landing the provisions, also whilst securing and getting the ship out of Wolstenholme Sound, I found it
 necessary

* A chart of Baffin's Bay (showing the track of Her Majesty's Ship "North Star"), which includes Wolstenholme Sound and North Star Bay, is substituted for the charts, &c. here referred to. [See Enclosure No. 5.]

necessary to issue to the people actually employed, an extra ration of preserved meat and spirits, and half a ration extra of bread, as the usual allowance is not sufficient to enable men to continue for so many hours, and such hard work in this cold climate.

At noon of the 29th we passed Cape Hay, where I intended to leave a notice of where the provisions had been landed; but as the beacon erected by ourselves on the outer point of Navy Board Inlet was so plainly seen from it, and there being too much sea on to admit of a boat's landing, I did not deem it necessary to wait, and proceeded on to the eastward.

On the afternoon of the 30th I sent a boat into Possession Bay to leave a notice (as enclosed) of where the provisions were landed, and also to get observations for longitude. On the boat's return I was informed that the notices left by ourselves on the 10th of August and those from the "Enterprise" were removed, and the enclosed (which I beg to forward) put in their place.

I also observed a schooner S. E. of us; but as it was calm we did not close with her till about nine o'clock the next morning, when I sent a boat on board, and found it to be the "Prince Albert," Commander Forsyth, on his way to England. The only additional information I received from him was;—he left Her Majesty's Ships "Assistance" and "Intrepid," and the "Lady Franklin," "Sophia," and "Felix," all well in Wellington Channel.

On the afternoon a breeze sprung up and we soon ran out of sight of him. It was my intention to have kept company with him until we had crossed the pack, but he sailed so badly that I thought it better to proceed to Pond's Bay, and there land notices of where the provisions were landed; after which, if I had met him, would, if necessary, have taken him in tow.

On the morning of the 3d of September we were off the north entrance of Pond's Bay, and the weather being calm, I anchored the ship with a kedge in 45 fathoms, as I found the current was setting out of the inlet, and a number of bergs aground near us.

A boat was then despatched to examine the north shore of the inlet in search of the letters that we were informed by Sir John Ross were deposited there, but, after examining its north side for 20 miles, could not find any appearance of a cairn. Two notices, similar to that left at Possession Bay, were landed about 10 miles apart, and placed in the centre of a cairn of stones.

At 8 p. m. the boat returned, and we weighed the kedge, and proceeded to the S. E.

I regret not having met with Captain Austin, that I might have been able to inform him of where the provisions were landed; however I have no doubt Mr. Penny will see him, who will give him the necessary information of my intentions, which he promised to do before parting company.

At 4 a. m. of Sunday the 8th September, being in lat. 71 deg. 40 min. N., long. 71 deg. 10 min. W., the fog which we had had for the last four or five days cleared away, and we observed ourselves close to the pack or middle ice; which being loose, we immediately entered, and got through it by 10 a. m., without much interruption, it being small and all of last winter's formation. Its width I estimate at about 22 miles. We then stood to the S. E., with a fine fair wind.

On the 9th at noon, when in lat. 70 deg. 2 min. N., and long. 62 deg. 20 min. W., a pack or body of very heavy ice was observed ahead, and which compelled us to haul to the N. E. for about 20 miles, and we then stood 50 miles true east, when we again shaped our course down the straits; since which time we met with no pack, but passed a number of bergs.

We got to the southward of Cape Farewell on the afternoon of the 14th September, but the wind hanging to the eastward we did not cross its longitudinal meridian until the morning of the 18th September, being then in latitude 55 deg. 30 min. N. I may here mention, that although the ship was so long beset last year in the ice, and has since passed through so much of it, that she has never once received a nip, and is now as strong and tight as when she left England.

I regret exceedingly not being able to fulfil my instructions of last year, and can only assure their Lordships that no exertions were wanting on the part of myself, the officers, and crew, to do so: had last season been as favourable as the present for the navigation of the Arctic seas, I have no doubt I should have found the "Investigator," or "Enterprise" before they left their winter quarters.

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The "North Star" passed the Scilly Light at midnight of the 26th instant, and arrived at Spithead at 11 a. m. of this day.

In conclusion, I beg to express to their Lordships my entire satisfaction of the conduct and unwearied exertions (when required) of every officer and man under my command, and more particularly Mr. John Way, senior second master; Mr. James Rae, assistant surgeon; and Mr. James Rutter, clerk in charge, each of whom I have already spoken of in this despatch; they are all of long standing in their present rank; I therefore earnestly trust their Lordships will grant them the promotion they have so well earned.

I have, &c.

To the Secretary of the
 Admiralty, London.

(signed) *J. Saunders,*
 Master and Commander.

Enclosure 1 to No. 6 (A.)

COPY of a NOTICE placed in each of the Beacons erected in *North Star Bay, Wolstenholme Sound.*

North Star Bay, Wolstenholme Sound,
 15 April 1850.

THIS paper is placed here to certify that Her Majesty's Ship "North Star," was beset at the east side of Melville Bay, on the 29th July last year, and gradually drifted from day to day until on the 26th of September we found ourselves abreast of Wolstenholme Island, when perceiving the ice a little more loose, and the sound perfectly clear, made all sail, and pressed her through it, anchoring in the lower part of the sound that evening, and arrived in this bay on the 1st of October, where she remained throughout the winter. It is my intention to leave as soon as the breaking up of the ice will permit, and prosecute my voyage in search of the Arctic ships.

(signed) *James Saunders,*
 Master and Commander.

Enclosure 2 to No. 6 (A.)

COPY of a NOTICE landed at *Whaler Point*, 14 August 1850.

Her Majesty's Ship "North Star," off Port Leopold,
 14 August 1850.

THIS paper is placed here to certify that Her Majesty's Ship "North Star," was beset at the east side of Melville Bay, on the 29th July last year, and gradually drifted from day to day, until on the 26th September we found ourselves abreast of Wolstenholme Sound, when perceiving the ice a little more loose, and the sound perfectly clear, made all sail and pressed her through it, anchoring in the lower part of the sound that evening, and arrived in North Star Bay, Wolstenholme Sound, on the 1st October, where she remained throughout the winter until the 1st of August 1850, when she got liberated, and proceeded to the westward, passing through the pack in the centre of Ross Bay, and reached Possession Bay on the evening of the 8th August 1850, and arrived off Port Leopold on the 13th of August 1850. The season being so far advanced, and there being no prospect at present of getting into the harbour to land the provisions, I shall therefore proceed to land them either at Port Bowen or Port Neill, according to circumstances, as their Lordships' orders for my return to England this year are so peremptory.

(signed) *J. Saunders,*
 Master and Commander.

Enclosure

Enclosure 3 to No. 6 (A.)

COPY of the NOTICE found at *Whaler Point* by Her Majesty's Ship, "North Star," when she called there on the 14th August 1850.

Port Leopold, 15 August 1849.

THE provisions and stores landed here from Her Majesty's Ships "Enterprise" and "Investigator," being intended for the use of Sir John Franklin and his party, it is earnestly desired that any other persons (not in absolute distress) who may find them, will leave them undisturbed, and will return this paper into the cylinder which contains it, as it is intended to inform Sir John Franklin, or any of his party who may arrive here, the "Enterprise" and "Investigator" having wintered in this port, and having sent parties during the spring in every direction in search of, but without obtaining tidings of them, are now about to proceed to sea, with the view of continuing the examination of the north shore of Barrow Straits, as far to the westward as the season may permit, and that they will endeavour to touch again at this port before they shall depart for England.

But this latter part of the plan of operations must greatly depend upon circumstances of weather and season, which at present appear by no means favourable for its successful execution.

(signed) *James C. Ross,*
Captain H. M. S. "Enterprise."

(signed) *Edward Bird,*
Captain H. M. S. "Investigator."

Enclosure 4 to No. 6 (A.)

COPY of a NOTICE thrown overboard from Her Majesty's Ship "North Star," off Port Leopold, 16 August 1850.

Her Majesty's Ship "North Star," off Port Leopold,
16 August 1850.

HER Majesty's ship "North Star" arrived off Port Leopold, Cape Clarence, with provisions for the Arctic ships on the 13th August 1850; but finding the harbour blocked up by heavy loose floes, could not enter. She then steered over for Port Bowen, Jackson Inlet, and Port Neill, but could not enter either of those places, from their being blocked up by heavy land floes.

The "North Star" came back to Port Leopold again on the 16th August 1850, when she found the place still so blocked up with ice that she could not enter.

The despatch accompanying this will give information as to my further intentions.

This was thrown overboard (and put into a cask) on the 16th August 1850.

Port Leopold, bearing true N. W. $\frac{1}{2}$ W. four leagues.

It is requested that this paper may be forwarded, if found, to the Secretary of the Admiralty, London.

(signed) *J. Saunders,*
Master and Commander.

Her Majesty's Ship "North Star," off Port Leopold,
16 August 1850.

HER Majesty's ship "North Star" crossed over on the evening of the 14th August, and found Port Bowen, Port Neill, and Jackson Inlet completely blocked up by a thick land floe, rendering it impossible to land the provisions for the Arctic ships. She therefore has put back to this port, and not being able to enter will now endeavour to land them at one of the places mentioned in

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the Admiralty order; viz. Cape York, Cape Crauford, Cape Hay, Possession Bay, Pond's Bay, or Agnes Monument; but on account of the lateness of the season will not be able to return to say at which of the places.

(signed) James Saunders,
Master and Commander.

Enclosure 5 to No. 6 (A.)

CHART.

Enclosure 6 to No. 6 (A.)

COPY of the NOTICE placed in the Beacon at the outer Point of Navy Board Inlet.

Her Majesty's Ship "North Star,"
East End of Navy Board Inlet, within Wollaston Island,
26 August 1850.

PROVISIONS have been landed at the bottom of this bay by Her Majesty's ship "North Star," sufficient (of every description) to last 100 men for 12 months, for the use of the ships in search of Sir John Franklin and his party.

It is therefore earnestly requested that no one will remove them, except in cases of actual distress.

It is further requested that this paper be replaced where found.

(signed) J. Saunders,
Master and Commander.

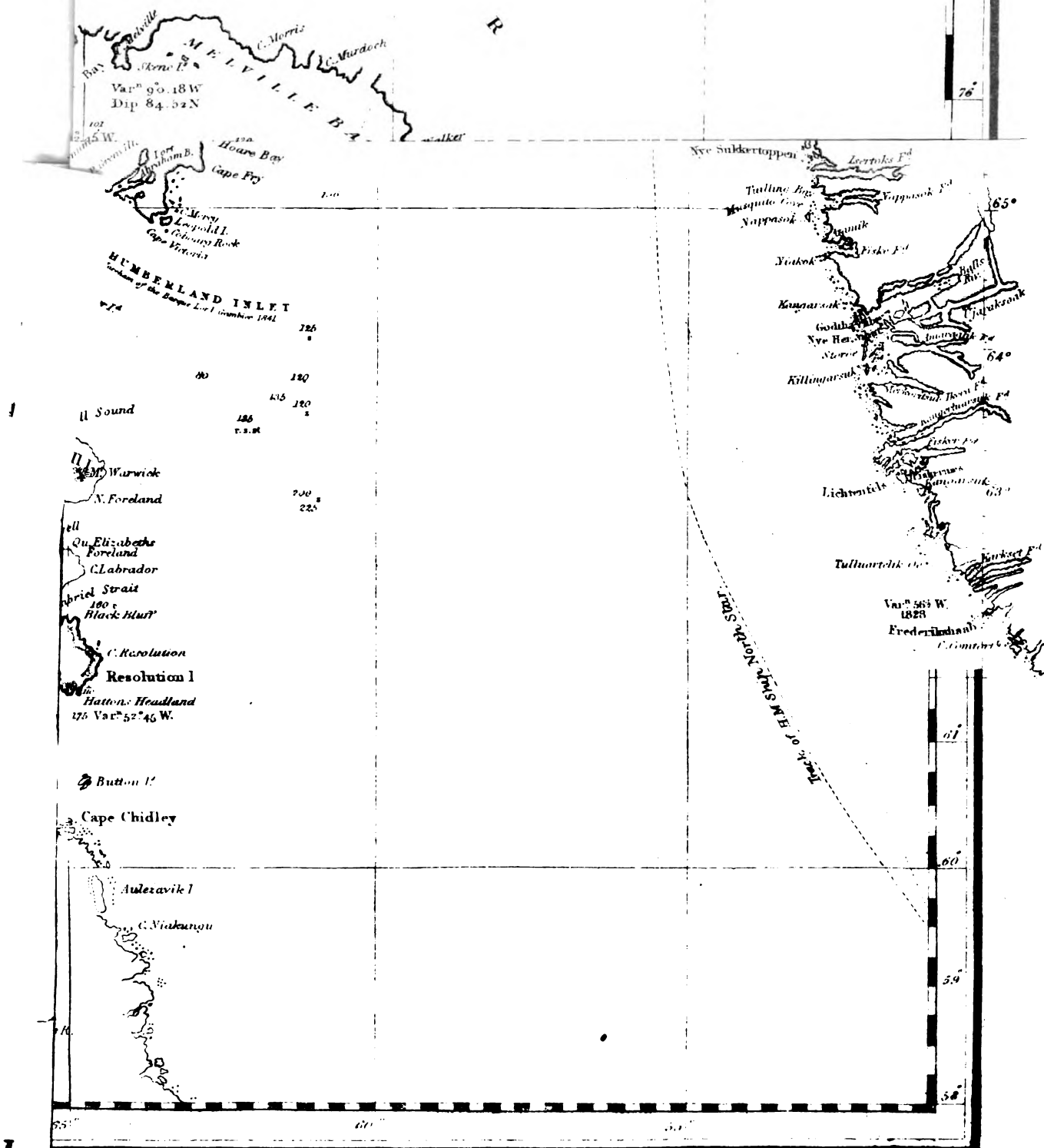
Enclosure 7 to No. 6 (A).

LANDED at Navy Board Inlet this 27th day of August 1850, from on board Her Majesty's Ship "North Star," Mr. James J. Rutter, Clerk in Charge, the Stores undermentioned, for the Use of the Arctic Expedition; viz.

| QUANTITIES. | PACKAGES. | | | | | | Iron Hoops. | Cases for Lemon Juice. | Lemon-juice Bottles. | P. M. Canisters. | Packing Cases. |
|---|------------|----------|-----------------|--------------|----------|----------|-------------|------------------------|----------------------|------------------|----------------|
| | Hogsheads. | Barrels. | Half Hogsheads. | Small Casks. | Irish. | | | | | | |
| | | | | | Tierces. | Barrels. | | | | | |
| Biscuit - - - - - Lbs. in | 76 | - | - | - | - | - | 608 | - | - | - | - |
| Brandy - - - - - Galls. in | - | 6 | - | - | - | - | 24 | - | - | - | - |
| Rum (over-proof) - - - - - " | - | - | 34 | - | - | - | 272 | - | - | - | - |
| Red wine (port) - - - - - " | - | 1 | - | - | - | - | 8 | - | - | - | - |
| White wine - - - - - " | - | 2 | - | - | - | - | 16 | - | - | - | - |
| Beef - - - - - 8 lbs. pieces in | - | - | - | - | 10 | 14 | 116 | - | - | - | - |
| Pork - - - - - 4 " | - | - | - | - | 12 | 19 | 148 | - | - | - | - |
| Pemican - - - - - Lbs. in | - | - | 22 | 2 | - | - | 140 | - | - | 46 | - |
| Flour - - - - - " | - | - | 110 | 2 | - | - | 892 | - | - | - | - |
| Currants - - - - - " | - | - | - | 2 | - | - | 8 | - | - | - | - |
| Peas - - - - - Galls. in | - | - | 22 | - | - | - | 176 | - | - | - | - |
| Oatmeal - - - - - " | - | - | 2 | - | - | - | 16 | - | - | - | - |
| Sugar - - - - - Lbs. in | - | - | 24 | - | - | - | 192 | - | - | - | - |
| Chocolate - - - - - " | - | - | 19 | - | - | - | 114 | - | - | - | - |
| Vinegar - - - - - Galls. in | - | - | 2 | - | - | - | 16 | - | - | - | - |
| Tobacco - - - - - Lbs. in | - | - | 13 | - | - | - | 104 | - | - | - | - |
| Soap - - - - - " | - | - | - | 23 | - | - | 92 | - | - | - | - |
| Preserved meat* (including soup and bouilli (sorted) - - - - - } | 8 | - | - | - | - | - | 64 | - | - | 2,569 | - |
| Preserved soup, common vegetable, ox-cheek, gravy, and concentrated } | 3 | - | - | - | - | - | 24 | - | - | 1,240 | - |
| Lemon juice - - - - - Cases | - | - | - | - | - | - | - | 31 | 558 | - | - |
| Preserved vegetables † (sorted) - - - - - Lbs. in | 2 | - | - | - | - | - | 16 | - | - | 1,536 | - |
| Suet - - - - - " | - | - | - | 8 | - | - | 64 | - | - | - | - |
| TOTAL - - - | 89 | 9 | 248 | 37 | 22 | 33 | 3,110 | 31 | 558 | 5,391 | 2 |

* Roast beef; boiled ditto; stewed ditto; beef and vegetables; seasoned beef; roast mutton; boiled ditto: soup and bouilli.
† Turnips; green peas; carrots; beet-root; parsnips: mixed vegetables.

(signed) James J. Rutter, Clerk in Charge.

Enclosure N^o 5 to N^o 6 (A.)N^o 97. Ordered, by The House of Commons, to be Printed, 7 March 1851.

Henry Hansard, Printer.

LANDED at Navy Board Inlet this 27th day of August 1850, from on board Her Majesty's Ship "North Star," Mr. James J. Rutter, Clerk in Charge, the Stores undermentioned, for the Use of the Arctic Expedition; viz.

| QUANTITIES. | Packages. | | Iron Hoops. | Iron Casks. | Casks, Iron- bound. | Metal Cases. | Candle Boxes. | P. M. Ca- nisters. | Packing Cases. |
|---|-------------------------|-----------------|----------------|----------------|---------------------------|-----------------|------------------|--------------------------|-------------------|
| | Half Hogs- heads. | Small Casks. | | | | | | | |
| Candles, composition - - - - | - | - | - | - | - | - | 4 | - | - |
| " moulds and dips - - - - | - | - | - | - | - | - | 12 | - | - |
| Oil, sperm - - - - - | - | - | - | 6 | - | - | - | - | - |
| Lignum vitæ - - - - - | - | - | - | - | 9 | - | - | - | - |
| Rice - - - - - | - | 2 | 16 | - | - | - | - | - | - |
| Preserved potato - - - - - | - | - | - | - | - | 12 | - | - | - |
| " milk - - - - - | - | 2 | 16 | - | - | - | - | 136 | - |
| Scotch barley - - - - - | 3 | 1 | 32 | - | - | - | - | - | - |
| Black pepper - - - - - | - | 2 | 16 | - | - | - | - | - | - |
| Salt - - - - - | - | 2 | 16 | - | - | - | - | - | - |
| Mustard - - - - - | - | - | - | - | - | - | - | - | 3 |
| Dried yeast, in canisters of 1 lb. each - | 1 | - | 4 | - | - | - | - | - | - |
| Pickles: | | | | | | | | | |
| Onions - - - - - | - | 14 | 56 | - | - | - | - | - | - |
| Walnuts - - - - - | - | 16 | 64 | - | - | - | - | - | - |
| Cranberries - - - - - | - | 21 | 84 | - | - | - | - | - | - |
| Cabbage - - - - - | - | 13 | 52 | - | - | - | - | - | - |
| Mixed - - - - - | - | 14 | 56 | - | - | - | - | - | - |
| TOTAL - - - | 4 | 87 | 412 | 6 | 9 | 12 | 16 | 136 | 3 |

(signed) *James J. Rutter*, Clerk in Charge.

Enclosure 8 to No. 6 (A.)

COPY of the NOTICE put in the Cairn near the Provisions.

Her Majesty's Ship "North Star,"
East End of Navy Board Inlet, within Wollaston
Islands, 26 August 1850.

THE provisions landed here from Her Majesty's ship "North Star," sufficient (of every description) to last 100 men for 12 months, for the use of the ships in search of Sir John Franklin and his party; it is, therefore, earnestly requested that no one will remove them, except in cases of actual distress.

It is further requested that this paper be replaced where found.

(signed) *J. Saunders*,
Master and Commander.

Enclosure 9 to No. 6 (A.)

COPY of a NOTICE landed at *Possession Bay*. Two similar ones also were left at *Pond's Bay*.

Her Majesty's Ship "North Star," off Possession Bay,
30 August 1850.

THIS paper is placed here to certify that provisions have been landed on the east side of the entrance of Navy Board Inlet, just within the easternmost Wollaston Island, from Her Majesty's ship "North Star," sufficient (of every description) to last 100 men for 12 months, being for the use of the ships in search of Sir John Franklin and his party. It is, therefore, earnestly requested that no one will remove them, except in cases of actual distress. It is further requested that this paper be replaced where found.

A beacon (a cask on a pole) is erected at the entrance of Navy Board Inlet, and about two miles north from where the provisions are landed, and must be seen in clear weather by any ship passing up the south side of Barrow Straits. There is also a small stone beacon or cairn erected near the provisions, there not

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having been time to erect a flagstaff there likewise, the "North Star" having been obliged to slip her anchor and put to sea on account of a gale of wind coming in on the morning of the 29th of August 1850. She is now on her way to England.

The provisions are landed in latitude 73 deg. 44 min. N. ; longitude 80 deg. 55 min. W.

(signed) *J. Saunders,*
Master and Commander.

No. 6 (B.)

COPY of a LETTER from Captain *W. A. B. Hamilton*, R. N., Secretary of the Admiralty, to Mr. *James Saunders*, Master Commanding Her Majesty's Ship "North Star."

Sir,

Admiralty, 10 October 1850.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 28th September last, reporting your proceedings in the "North Star," and I am desired to acquaint you that my Lords have read this report of your proceedings with much interest, and they desire you will express to the officers, seamen, and marines of the "North Star" the satisfaction of their Lordships at the way in which they have performed their duties.

My Lords are entirely satisfied with your exertions to carry out their orders, and will not fail to bear your services in mind ; and as a further mark of their approval of the conduct of those under your orders my Lords have been pleased to promote the under-mentioned officers ; viz.—

Mr. John Way to be master.

Dr. James Rae to be surgeon.

Mr. James J. Rutter to be paymaster and purser.

(signed) *W. A. B. Hamilton.*

— No. 7. —

No. 7.
Proceedings of
Commander C. C.
Forsyth, R. N.,
of the "Prince
Albert."

PROCEEDINGS of Commander *Charles C. Forsyth*, R. N., of the "Prince Albert," Discovery Vessel, in the Summer of 1850 ; with Observations of Captain Sir *W. E. Parry*, R. N., Sir *John Richardson*, M. D., C. B., Dr. *Andrew Clark*, M. D., Captain *F. W. Beechey*, R. N., and Colonel *Sabine*, R. A., on Articles found at *Cape Riley*, which were brought Home by Commander *Forsyth*.

(A. to F.)

No. 7 (A.)

COPY of a LETTER from Commander *Charles C. Forsyth*, R. N., of the "Prince Albert," Discovery Vessel, to the Secretary of the Admiralty.

Sir,

"Prince Albert," Aberdeen, 1 October 1850.

I HAVE the honour to report my return to England, and take the earliest opportunity of communicating, for my Lords Commissioners' information, that traces of the missing expedition under Sir John Franklin have been found at Cape Riley and Beechey Island, at the entrance to the Wellington Channel. The annexed document was copied from one left in a cairn at Cape Riley, by Captain Ommaney, the day previous to our visiting it.

We observed five places where tents had been pitched, or stones placed, as if they had been used for keeping the lower part of the tents down ; also great quantities of beef, pork, and birds' bones, a piece of rope with the Woolwich naval mark in it (yellow), part of which I have enclosed.

Her Majesty's ships "Assistance" and "Intrepid," when last seen by me on the

See Enclosure 1.

the 25th of August, whilst off Point Innis, appeared to be well over with Cape Hotham, carrying a press of sail, with a strong breeze from the westward. Penny's vessels were also in the entrance of the strait, and two American* brigantines working over towards Cape Hotham.

As an officer belonging to Her Majesty's service, although not having been especially sent out by Her Majesty's Government, I deem it incumbent on me to inform their Lordships of the part this vessel has taken in the search.

The "Prince Albert," under my command, left Aberdeen on the 5th June last. On the 2d of July, after experiencing a succession of westerly gales, we arrived off Cape Farewell. On the 15th, met some whalers off the Black Hook returning to the southward, not having been able to accomplish the passage round Melville Bay. On the 19th entered the ice; and on the 21st came up with Sir John Ross in a labyrinth of heavy icebergs. On the 23d, met the remainder of the fleet of whalers coming to the southward.

On the 26th, made out Captain Austin's and Mr. Penny's vessels, beset in the ice, about 15 or 20 miles to the northward of us. From this time till the 9th of August we were generally beset, occasionally experiencing some very heavy shocks, when we succeeded in getting into a lead, and passed Captain Austin within a few miles, still beset. On the 10th his ships, by the aid of the steamers, got into open water, and were towed past us in a calm. The same evening they were again beset. On the 12th, the steamers, assisted by blasting, forced a passage through. It being calm, Captain Austin very kindly offered myself and Sir John Ross a tow clear of the ice, which we most thankfully and gladly availed ourselves of. On the 14th we communicated with the natives at Cape York, who gave us to understand that a ship answering the description of the "North Star" had wintered somewhere about Wolstenholme Sound; the same evening the "Assistance" was dispatched to ascertain the truth of this report.

On the 17th I parted company with Her Majesty's ships "Resolute" and "Pioneer," having previously arranged with Captain Austin to undertake the examination of the south side of Lancaster Sound and Barrow Strait from Cape Liverpool to Port Leopold, whilst he visited Possession and Pond's Bays; on the 18th we made the land five miles to the eastward of Cape Liverpool, closely inspecting the coast, keeping within a quarter of a mile of the shore as far as the Wollaston Islands. When off Cape Hay, it was blowing a gale from the eastward; we therefore found it impossible to land to ascertain if the fuel or provisions had been touched since they were deposited there last year by Mr. Parker, of the "Truelove." From what we could see from our deck, they did not appear to have been molested; the flagstaff had been blown down, and was lying on the top of the coals. On the outer or western Wollaston Island, a notice was left recording our visit, and the disposition of Her Majesty's ships, &c.

The gale having increased would not admit of our further examination of the coast at this time; we were obliged in consequence of its violence to stand out in the strait, and heave the vessel to in the midst of drift ice. On its moderating the next day, we found ourselves off Cape York. As it was still blowing strong, I bore up for Port Leopold. At 3 a. m. of the 21st, arrived off the harbour, but found it closed with heavy ice; with much difficulty our boat succeeded in getting in, by being hauled some distance over the ice. It appeared by a document left at the flagstaff, that the "North Star" had called here on the 13th, but from the state of the ice was unable to land her provisions, and had left this to attempt to land them at Ports Bowen or Neill; otherwise everything appeared to have been undisturbed since Her Majesty's ships "Enterprise" and "Investigator" left last year. As it was intended by the parties who fitted this vessel out that she should proceed to Brentford Bay, and commence operations from that place, I made the best of my way up Prince Regent's Inlet in order to effect that object. As we drew up towards Fury Beach the land ice gradually extended off the shore, commencing a little to the southward of Port Leopold up to within 10 or 15 miles of Fury Point, when it stretched directly across the inlet, apparently in front of Port Bowen. Finding great quantities of drift ice setting up the inlet, and likely to close me in, with no port to take refuge in, I stood out to the northward, with intention of proceeding down the western side of North Somerset; on reaching the north end of Leopold Island, I found the pack extending from thence across Barrow Strait towards the entrance of Wellington Channel; after having forced our way through great quantities of heavy drift ice, the vessel receiving many severe concussions, we got in with the land between Capes Herschel and

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to No. 7 (A).

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Hurd, and examined the coast as far as Point Innes in the Wellington Channel, without finding any further traces of the missing parties, with the exception of those already mentioned at Cape Riley.

There being no possibility of my penetrating to the south-west, as I had intended, from the heavy ice in that direction, I ran back to Prince Regent Inlet; the appearance of the ice being much the same, with no port to enter in the vicinity of my future operations, I was most reluctantly obliged to give up the idea of remaining in these regions, more particularly as the season was fast advancing when the ice begins to form; and I knew from experience, if this vessel was once caught, there would be no chance of our getting out again, as she has no power to bore through it. I therefore determined, after most mature consideration, to return to England. On the 27th I ran into Eardley Bay, near Cape York, and landed a notice, with some pemican; before our boat could get on board, a gale commenced, with a heavy sea, which nearly drove us on shore under the cape. On the 28th I examined the western side of the entrance to Admiralty Inlet, from thence across the Elwin Bay, keeping close along shore to Possession Bay, off which place I fell in with the "North Star," who I found had met with the same impediments in Prince Regent Inlet as ourselves, and had consequently not succeeded in entering either Ports Bowen or Neill, but had landed her provisions inside the Wollaston Islands. We found that the "Resolute" had visited Possession Bay on the 18th, Captain Austin having left the night previous in the "Pioneer," to visit Ponds Bay. On the 2d and 3d of September I examined the shores of Ponds Bay, but could discover no traces of Captain Austin's having been there; perhaps the "North Star" may have been more fortunate, as I saw her standing in on the evening of my departure. On the 4th we lost sight of Cape Bowen near Ponds Bay, and on the 1st instant arrived here, being the last and smallest vessel that left England and the first that arrived in Barrow Strait.

I have, &c.
 (signed) *Charles C. Forsyth*,
 Commander, R. N.

See Enclosure 2.

P. S.—I have forwarded a track chart to Rear-admiral Sir F. Beaufort, showing the track of this vessel, and the position of Her Majesty's ships "Assistance" and "Intrepid," when last seen by me.

(signed) *C. C. F.*

Enclosure 1 to No. 7 (A.)

TRUE COPY of PAPER found at *Cape Riley*.

(signed) *C. C. Forsyth*,
 Commander, R. N.

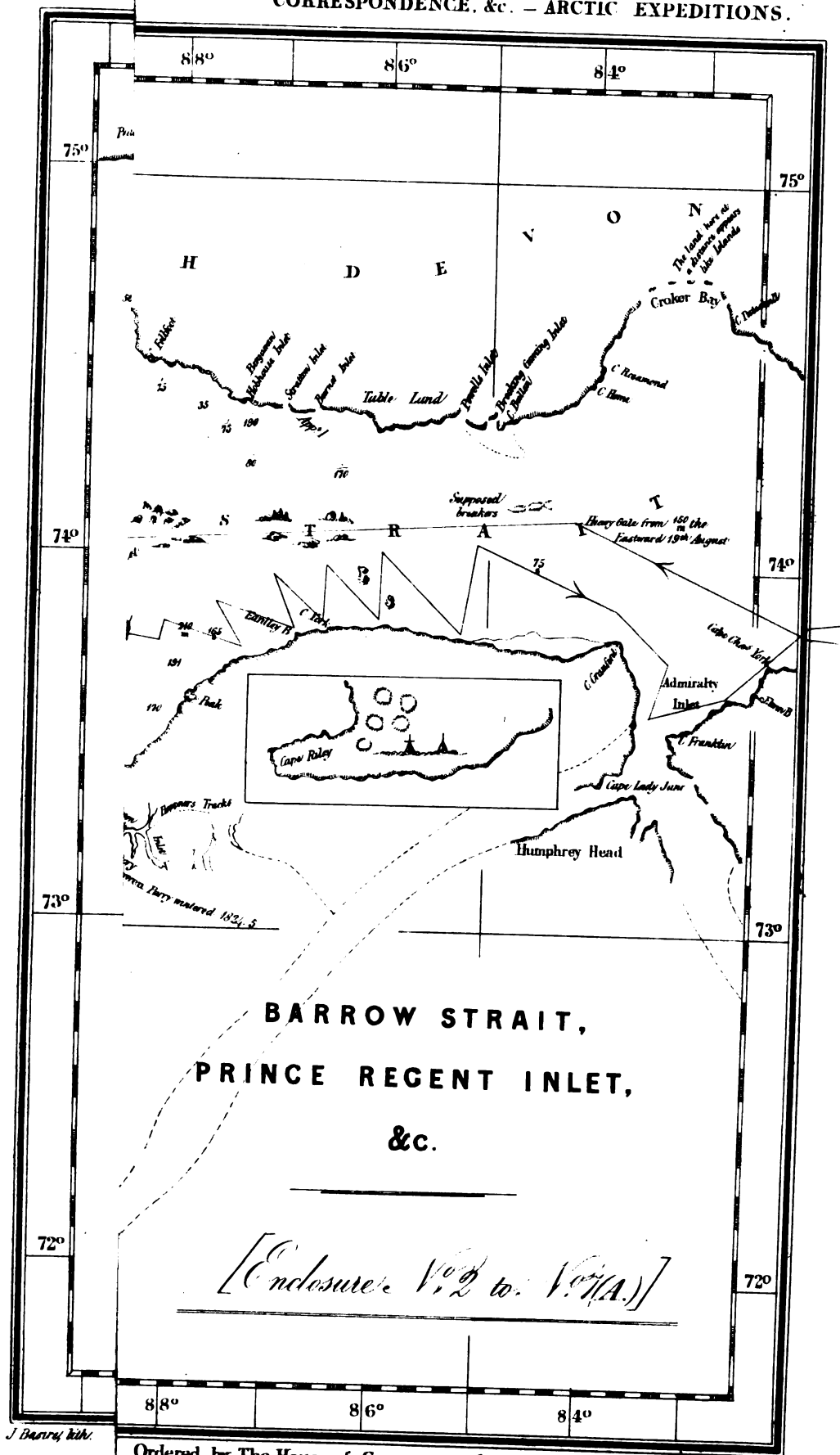
Her Majesty's Arctic Searching Expedition.

This is to certify that Captain Ommaney, with the officers of Her Majesty's ships "Assistance" and "Intrepid," landed at Cape Riley on the 23d of August 1850, where he found traces of an encampment, and collected the remains of materials, which evidently prove that some party belonging to Her Majesty's ships have been detained on this spot; Beechey Island was also examined, where traces were found of the same party.

This is also to give notice that a supply of provisions and fuel is at Port Leopold. Her Majesty's ships "Assistance" and "Intrepid" were detached from the squadron under Captain Austin, off Wolstenholme on the 15th instant, since when they have examined the north shores of Lancaster Sound and Barrow Straits without meeting with any other traces. Captain Ommaney proceeds to Cape Hotham and Cape Walker in search for further traces of Sir John Franklin's expedition.

Dated on board Her Majesty's ship "Assistance" off Cape Riley, 23 August 1850.

(signed) *Erasmus Ommaney*.



Ordered, by The House of Commons, to be Printed, 7th March, 1851.
Henry Hansard, Printer.

ascend a hill for the purpose of taking a view of the coast and land to the westward.

Its southern extreme bore W. $\frac{1}{2}$ S., and terminated in a bold cliff, which is very remarkable, and resembles two whale boats reversed.

A few miles to the westward of our station there was a small island, about six
 97. or

Dated on board Her Majesty's ship "Assistance" off Cape Riley, 23 August
1850.

(signed) *Erasmus Ommancy.*

Enclosure 1a to No 7 (A.)

COPY of PAPER found at *Cape Riley*, 25 August 1850.(signed) *W. P. Snow.*

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United States Expedition in Search of Sir John Franklin.

(signed) *E. J. De Haven*, Commanding.

The brig "Advance" touched on the morning of the 25th to examine cairn. She proceeds to Cape Hotham, where she hopes to meet her consort the "Rescue."

All's Well!

Enclosure 2 to No. 7 (A.)

C H A R T.

No. 7 (B.)

EXTRACT of a LETTER from Captain *F. W. Beechey*, R. N., to Captain *Hamilton*, R. N., Secretary of the Admiralty; dated 9th October 1850.

As it is important to know whether the bones and rope found at Cape Riley could possibly have been left there by the crew of my boat when we landed there in 1819, I forward you an extract from my journal, by which you will perceive that we left after dinner, and were on shore only a very short time; it is not at all probable that the crew would have any salt provisions with them on that occasion, and the bones, I may safely say, were not left there by us.

The rope has evidently been manufactured since, by the yellow yarn which runs through it, as it was not used in the manufacture of our cordage until several years after the above date.

As to the foundations for the tents, I think they could not have been there when I landed, or they must have been seen, for we ascended the hills and looked about in every direction, so that all the traces are decidedly since the time of our landing.

I am, &c.
 (signed) *F. W. Beechey.*

Enclosure to No. 7 (B.)

EXTRACT from the Private Journal of Captain *Beechey*.

August 22d, 1819.—At 3 p.m. we hove to, and sent two boats on shore to make observations and examine the coast. Rowing on shore the stream was found setting fast to the eastward, which on landing proved to be the ebb tide, as the water had fallen nearly four feet by the shore, and continued to fall while the boat remained on shore.

The flood tide therefore here comes from the eastward.

The rocks were undermined in places, and in others rendered quite smooth for 13 feet above the high-water mark by the continued dashing of the sea, which seemed to indicate an occasional open space of water of large extent.

A fair wind sprang up just as the boats landed, so that we had only time to ascend a hill for the purpose of taking a view of the coast and land to the westward.

Its southern extreme bore W. $\frac{1}{2}$ S., and terminated in a bold cliff, which is very remarkable, and resembles two whale boats reversed.

A few miles to the westward of our station there was a small island, about six

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or eight miles in circumference, and very high (Beechey Island): the eastern side was quite perpendicular, and the earth had so fallen away towards the other extremity, as to give it the appearance of being columnar. As we ascended the height by means of the earth which had fallen down, a great many fossil shells and an abundance of coral and madrepore was found. It was so abundant that it was difficult to find a part entirely free from it. One large block was brought on board for examination.

The other boat which landed with Captain Sabine, brought on board some plants and a glaucous gull. The variation was found to be 128 deg. W.; unfortunately our stay was too short for any observations on the dip of the needle.

At a quarter before seven, the ship was off the western end of Beechey Island.

Two channels now opened out, one leading to the north (Wellington Channel), and the other due west; not a particle of ice was to be seen, although the weather was so clear that we could have seen land at a very great distance, and it seemed as if a breeze alone was required to ensure us a good run for the night at least.

No. 7 (C.)

COPY of a LETTER from Captain Sir *Edward Parry*, R. N., to the Secretary of the Admiralty.

Sir,

Haslar Hospital, 11 October 1850.

ON receiving your letter of the 7th instant, and the box containing bones, canvas, rope, and wood recently found at Cape Riley, upon which their Lordships desire a report from Sir John Richardson and myself, I considered the best way of complying with their Lordships' wishes, would be, to refer the bones and wood for examination to Sir John Richardson, whose skill and experience in such matters are greatly superior to mine, and to give my own attention more particularly to the pieces of rope and canvas.

I have now the honour to enclose Sir John Richardson's Report, and to offer the following suggestions of my own.

The only questions of any material interest, are two:—

1st. Were the articles left at Cape Riley by any of Sir John Franklin's people?

2d. If so, about what period?

Independently of Sir John Franklin's expedition, there are, *prima facie*, only three possible ways of accounting for the rope and canvas being found at Cape Riley.

1st. They might have been left by the parties under the command of Lieutenants Beechey and Hoppner, whom I sent to examine the coast on our first discovery of it on the 22d of August 1819.

2d. If the rope and canvas belonged to the "Fury," when we lost her in Prince Regent Inlet in 1825 (having landed all her stores on the beach for heaving the ship down), it is possible that these articles may have been discovered by the Esquimaux, appropriated to their own use, and carried to Cape Riley in the course of their perigrinations.

3d. The articles might have been conveyed by one of Sir James Ross's travelling parties, detached from his ships in Port Leopold in the spring of the year 1849.

In dealing with these possibilities we may, I think, arrive at the following conclusions:

1st. It is quite certain that no encampment was formed at Cape Riley by Lieutenants Beechey and Hoppner; the parties were on shore only a few minutes, having been recalled in consequence of a fair wind springing up.

Nor could the piece of rope have been left by them, since the yellow worsted thread is pronounced by the officers of Chatham yard to fix, beyond all doubt, the date of its manufacture "subsequent to the year 1824, as the order assigning

See Enclosure 1.

assigning different coloured worsteds to each yard bears date 28th April of that year."

2nd. The order just referred to was issued exactly three weeks before I left England with the "Hecla" and "Fury," on that voyage in which the latter vessel was lost in Prince Regent Inlet; that is, I left the Nore on the 19th of May of the same year (1824), having quitted Deptford on the 8th.

These dates coincide so nearly with that of the order above quoted, that I deemed it advisable to write to Captain Richards, superintendent of Chatham Dockyard, to inquire whether he thought it possible that the new regulation of inserting the yellow worsted may, as a special case, have been anticipated, in furnishing rope to the "Hecla" and "Fury." Captain Richards' very clear and satisfactory reply (of which I enclose a copy) proves, beyond all doubt, that the rope was not supplied to the "Fury;" whilst the circumstance of its having been made of Hungarian hemp, shows that it was not manufactured prior to 1841.

3rd. The third and last question is merely one of fact; and it has, I understand, been ascertained from Sir James Ross, that the party he sent out to the northward from Port Leopold did not land quite so far westward as Cape Hurd, so that they never approached Cape Riley within 30 miles.

The above facts appear to me to lead to the inevitable conclusion that the rope was left at Cape Riley by Sir John Franklin's expedition; and in all probability the canvas likewise, as that also bears the Queen's mark.

With respect to the period at which this occurred, which can only be conjectured by the state and appearance of the several articles picked up, their Lordships will observe from Sir John Richardson's very interesting report, that, so far as the question admits of solution, there is at least a strong probability of their having been left at Cape Riley about the year 1845.

I would therefore submit to their Lordships what appears to me the most probable conclusion; namely, that Sir John Franklin's ships having reached this neighbourhood on their way out in 1845, and being stopped there for a time by the state of the ice (as I was, and as we know the present searching expeditions have been), a couple of boats may have been detached from each ship to land at Cape Riley to make the usual observations, collect specimens, and examine the coast, a common occurrence in all such expeditions. If detained for a night, each boat's crew may have pitched its own tent, and one for the officers, making five in all. The only circumstance which I cannot explain (supposing the encampment to have been formed by Sir John Franklin's people) is, the large size of the tents, which Mr. Snow has just described to us as 12 feet in diameter and upwards, and which is certainly very large for tents generally used on such occasions. This may in part perhaps be explained by the stones being thrown from the centre, and the circle thus considerably enlarged when striking the tents.

At the commencement of their enterprise (which, looking to former discoveries, the entrance to Wellington Inlet may fairly be considered), a party from the "Erebus" and "Terror" might not think it of any importance to leave a notice of their visit, though it is much to be wished that they had; and I should hope, that at some more advanced position, Captain Ommaney and the other officers will have succeeded in discovering some such notice, affording positive information of the missing ships, and of the route they are likely to have pursued.

On the other hand, I feel confident that, if the expedition or any portion of the people had landed at Cape Riley at a more advanced period, when success began to be doubtful, and especially if in distress, or with a view to effect their escape from the ice, some distinct notice of the facts would have been left at a point so prominent and so likely to be visited as Cape Riley.

I may add, that under such circumstances, it is very highly improbable that provisions so heavy and bulky as salt beef and pork would have formed a part of their supply, and mutton would, of course, have been wholly out of the question.

We have received from Commander Forsyth and Mr. Snow (who, according to their

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their Lordships' directions, arrived here this morning) all the information they possess relating to our present inquiry.

The box containing the several articles found at Cape Riley will be returned to your address by railway this evening.

I have, &c.
 (signed) *William Edward Parry*,
 Captain, R. N.

Enclosure 1 to No. 7 (C.)

REPORT on certain Substances found on *Cape Riley* in August last, and brought to England by Captain *Forsyth*, of the "Prince Albert," by *John Richardson*, Medical Inspector of Haslar Hospital.

Royal Hospital at Haslar,
 10 October 1850.

Sir,

IN compliance with the instructions conveyed by the memorandum of the Secretary of the Admiralty of the 7th instant, addressed to you, I proceed to report on the following articles, stated to have been picked up on Cape Riley by Mr. Snow, of the "Prince Albert."

No. 1. A piece of bone $4\frac{1}{2}$ inches long, being the head and part of the shaft of the fourth rib of the left side of an ox. This has been chopped from the other end by the blow of an axe.

No. 2. Six inches and a half of the upper end of the seventh rib of the right side of an ox; the lower end of the rib has been sawed off, and the head broken off. A large part of the surface of this bone is corroded as if from the action of salt. This is the rib of a larger animal than that to which No. 1 belonged, and the head has been broken off recently, that is, subsequently to the alterations of the rest of the surface by exposure, &c.

No. 3. Part of the seventh dorsal vertebra of an ox, being the piece that articulates with the head of the rib.

No. 4. Is the lower articular process of the left shoulder bone of a small hog.

No. 5. Is the upper end of the right thigh bone of a sheep, probably of the Orkney or Highland breed, and rather old. The bone is of a hard compact texture, which excited a suspicion in my mind of its being part of the thigh bone of a small northern reindeer, but having no corresponding bone of that animal for comparison, this is a mere suspicion, and it corresponds closely with the bone of a small sheep, to which therefore I am inclined to refer it. It has been notched by the corner of a hatchet or other sharp cutting instrument.

These five pieces of bone are all that bear on the present inquiry; they have lost little of their original weight, and indurated animal matter, showing large nucleated and common fat globules, under the microscope, is contained in the cancellated structure of numbers 1 and 2. There is a quantity of animal fat in the bottom of the shaft of No. 5.

A few granular and simple fat cells, analogous to those existing in marrow, can still be perceived in this fat when examined with the microscope, but probably from exposure to cold, this marrow, which I conclude it to be, has undergone considerable deterioration.

All the five bones have been much worn or rounded by attrition, most probably by rolling among gravel in a watercourse or on the beach, within the wash of the sea.

The sharp edges of the sawn and notched pieces are smoothed off, and the softer ends of the bones rubbed down. The head of rib No. 2, alone, has been broken since the rest of the bone was exposed to friction.

Taking the climate into consideration, and particularly the shortness of each season, to which the bones can have been exposed to atmospherical influences, or to the action of water, they being of course covered with snow for 10 months in each year, I should say that they cannot have been reduced to their present state in less than four or five years, since the flesh was removed from them; and that they are not much older than that time. A small dipterous insect had taken shelter in one of the cells of No. 2, and died there.

The other bones, viz., No. 6, a portion of the right shin bone of a young walrus;

walrus; No. 7, the lumbar vertebra of a reindeer; No. 8, the left shoulder bone of a young seal; No. 9, a portion of the rib of a walrus, are of very old date, have lost much of their animal matter, are more or less disintegrated, are partially clothed with ancient lichens, and have been most probably exposed to the weather for a half or a whole century, or even longer. They appear to have been imbedded in soil partially or wholly, or lying amongst moist grass, and not on clean gravel, where I conclude, from their condition, the others were found.

None of the bones bear the mark of a tooth, as they would unquestionably have done had the place been visited by Esquimaux with dogs since they were deposited there.

The other articles picked up at the same place, and sent to be reported on, are, No. 10, a piece of $1\frac{1}{2}$ -inch rope, now measuring 44 inches in length, and having an eye spliced at one end, but which is said to have been when found a foot longer, with an eye at both ends. It is bleached on the surface, but is fresh within, so that in some places there remains enough of tar to soil the finger. This rope has been fully reported upon from Chatham, and the date of its manufacture fixed as subsequent to 1841. No. 11, a piece of old canvas, with Queen's mark, seemingly a part of a boat's swab, the length corresponding, and the nail-hole to which it has been fastened to the handle remaining. No. 12, a chip of drift timber, the surface of a knot, which has been exposed for very many years to the action of the atmosphere, so as to break down greatly the connexions of its woody fibres. Subsequent to this exposure, and recently, it has been cut from the piece of drift timber to which it belonged by an axe, or other sharp-cutting instrument, not a stone hatchet. It has all the external character of wood grown in an arctic climate.

On being examined under the microscope its structure was found to differ essentially from that of a coniferous tree, or of any other tree that grows on the banks of the American rivers flowing into the Arctic Sea, from pines and firs in the absence of glandular discs, and from the others in the size and form of the ducts and their markings. It corresponds most closely with the wood of the ash, and from the amount of intracellular deposit in the specimen, it is inferred to have belonged to a tree of considerable age. It has most probably drifted from the Asiatic coast, and its being found at Cape Riley, bears on the currents and passages of the Arctic Sea.

The mark of the axe which it bears indicates the visit of Europeans to the spot where it was found, as it does not appear to have been long exposed since the cut was made; that is not very many years.

As the recent bones have all been rolled and worn down, there is a possibility of their having been cast ashore by the ice; had they been left at the time of Captain Beechey's visit to the same place, on the 22d of August 1819, I do not think that the oily matter in their cavities would have been found so fresh; but we have no certain observations on the effects of so rigorous a climate in preserving animal matter; and it is to be observed, that while the interval between the thawing and freezing of the bones again does not exceed six weeks in each year, 31 years' exposure would be equivalent to only two or three years in the temperate climate of England.

The beef bones, almost without doubt, belong to the ordinary pieces of salt beef supplied to the navy, as their length, and the way in which they have been chopped and sawed correspond closely with bones from a beef cask which I examined at Clarence Yard. No. 4, I am inclined with as little doubt to consider as the remains of a piece of pork. No. 5 may be the relic of an officer's dinner on mutton. The whole evidence to be derived from their condition points to their deposit subsequent to Captain Beechey's visit, and prior to Sir James Ross wintering at Cape Leopold, and therefore indicates that they were left by parties from Sir John Franklin's ships in the first year of his voyage, when the ships probably detained waiting for an opening in the ice, and officers had landed from them to make observations.

Since the above report was drawn up, I have had the advantage of an interview with Captain Forsyth and Mr. Snow, in the presence of Sir Edward Parry, and have not found it necessary to modify the conclusions I had previously come to. From Mr. Snow I learned that the crescentic spit, or low point which runs out from the bluff headland of Cape Riley, has a convex surface, rising in the middle and towards the foot of the cliff 12 or 14 feet above the water. The cliff, formed

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in that part of earth mixed with fragments of the adjacent and underlying limestone, is ascended by successive terraces, and on the first six feet above the spit, or 20 feet above the water, the piece of rope was found. It had escaped the notice of Captain Ommaney, who on the preceding day collected and carried away the evidences that he found of the visit of Sir John Franklin's people, for such is the tenor of the note which he left.

The bones were picked up by the seamen of Mr. Snow's boat, around certain rings of stones on the spit, while that gentleman was busy transcribing Captain Ommaney's note of the 24th with Lieutenant De Haven's of the 25th, and adding to the originals a notice of his own visit.

Captain Forsyth, on interrogating the seamen, learned that they left behind many birds' bones, and brought away only the beef bones, and such as looked most like the relics of ships' provisions.

The tide rises there from three to four feet, and Captain Beechey found the rocks worn smooth and hollowed out by the action of the waves, and ice to the height of 13 feet. The influences of these agents, with the effects of the stony rills emanating from melting snow, and pouring down the sides of the cliff, will account fully for the bones having been so rolled since they were left.

The rings of stones, five in number, vary, Mr. Snow says, from 12 feet in diameter to twice as much.

They did not strike his eye on landing, but his attention was called to them by the men, who also observed two or three stones placed so as to rest a kettle on. Captain Beechey says that had circular stones been on the spit when he landed, he would have noticed them; their subsequent formation points to the visit of Sir John Franklin's party. On the other hand, if that party made fires either of coal or wood, the remains of the fires, if sought for, would certainly be found.

The Esquimaux use oil-lamps, which produce much smoke, for cooking, and place stones for the support of their stone kettles; so that, unless the encampments had been examined with reference to these points, and to the indications given by the surfaces of the stones as to whether they had been turned within a few years, no very certain deductions can be made, especially as the rings were not so conspicuous as to strike the eye at once. But there is nothing to invalidate the opinion formed on other grounds of the spot affording traces of the discovery ships.

In the examination of the wood and animal matters, I have availed myself of the experience of my assistant, Dr. Clark, in the use of the microscope, and beg to enclose a note of some of his observations.

See Sub-Enclosure
 to Enclosure No. 1.

Captain Sir W. E. Parry, R.N.

I have, &c.
 (signed) John Richardson.

Sub-Enclosure to Enclosure 1 to No. 7 (C.)

MEMORANDUM of some of the Microscopic Observations made on the Wood and Animal Matter of the Bones brought by Captain Forsyth from Cape Riley, by Andrew Clark, M.D., Assistant Surgeon.

EXAMINED with the naked eye the portion of wood submitted to me for examination, appeared of a pale ashen grey colour, contorted, gnarled, and disposed in wavy fibrous fasciculi. It was much shrivelled also; the surface had a shining, almost silvery appearance, and there were other indications of its prolonged subjection to the influences of air and water; it resembled a piece of oak, in fact, after long exposure. At the suggestion of Sir John Richardson, I made it my first object to determine whether the wood belonged to any indigenous tree.

From the size of the woody fibres (*pleurenychma*), and the absence of the so-called "glandular discs," the wood evidently belonged to none of the coniferæ.

From the birch the specimen under examination differed in the size of the woody fibres and in the character of the porous vessels or ducts (*bothrenchyma*). In the birch the woody fibres are short and spindle-shaped; the porous vessels are larger; one side of many of them is barred or scalariform, and the markings upon them are larger and more regular than in the specimen examined. From the willow, also, the wood under examination is distinguished by the character of

of its porous vessels. In the former the vessels are larger, the markings upon them are pretty regularly hexagonal, each hexagonal spot being about 1200th of an inch in diameter, and having a central, sometimes double diffractive nuclear spot, which by transmitted light is of a bright yellowish brown colour.

The structure of the wood of the poplar resembles that of the willow, except that the markings on the ducts are larger, being about 900th of an inch in diameter, and that there is but one central oblong nuclear spot. The willow also, therefore, differed essentially from the wood in question.

From the oak, which it resembled externally, it was found to differ essentially in its minute structure. In the oak the porous tissue is more abundant, its transverse diameter is smaller, and the markings upon it not only larger and more irregular in shape and size than, but different in character from, the specimen sent for examination.

The markings of the porous ducts in the oak consist of a central yellowish diffractive spot surrounded by a fine black, circumferential line.

The spot is oblong, and about one-fourth the size of the investing ring. In the size and character of its woody fibres and porous ducts the specimen under examination corresponds almost exactly with those of the ash; the only perceptible difference between them is in the amount of intracellular deposit, that being by far the greatest in the specimen under examination.

From that circumstance I infer that the wood has been removed from a tree of considerable age.

I have compared sections of the wood sent with those of various other trees, but as the results are irrelevant to the object in view, I forbear giving them expression.

From the examinations made, no doubt is left in my mind as to the character of the wood sent for inspection; it is a piece of old ash.

From the disposition of the histological elements of the wood, and from the presence of much refractive matter around the woody fibres, I am disposed to believe that the specimen sent has been removed from the immediate neighbourhood of a knotty excrescence at or near the root of the stem.

The position of the knot I infer from the amount of porous tissue present in the specimen, and the disposition of it around the ligneous fibres.

The matter removed from the bones was whitish, had a meliceritious appearance, and was readily melted by the heat of the hand; it contained, along with a very considerable quantity of organic debris, three different kinds of fat cells; two of them almost peculiar to the marrow of bones. Associated with these was much fatty granular matter and fatty crystals, the results, doubtless, of the disintegration of the cells. From the presence of this matter in the cancelli of the bones, and from the character it exhibited under the microscope, I infer that it cannot have been many years since the flesh was removed from them.

The matter removed from the bones I believe to be marrow, modified in structure and appearance by the influence of the various physical agencies to which it must have been exposed.

Museum, Haslar Hospital,
11 October 1850.

(signed) *Andrew Clark.*

Enclosure 2 to No. 7 (C.)

Sir,

Chatham Yard, 9 October 1850.

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, and in reply thereto have to inform you that a close examination of the records of this yard shows,

1st. That the first supply of yellow worsted for making rope was received at this yard from the contractor on the 11th of June 1824, and was issued to the ropery for use on the 14th of the same month.

2d. That there is no reason whatever to suppose that yellow worsted could have been used prior to the 14th of June, in anticipation of the order of the 28th April 1824, as, up to the 19th of February in that year, white worsted was supplied from the store to the ropery, and no further supply occurred till the 14th of June 1824, when the yellow came into use.

97.

L 2

3d. Not

No. 7.
Proceedings of
Commander C. C.
Forsyth, R. N.,
of the "Prince
Albert."

No. 7.
 Proceedings of
 Commander C. C.
 Forsyth, R. N.,
 of the "Prince
 Albert."

3d. Not any cordage of from one to two-inch was supplied from the yard to Deptford or Woolwich between the 1st January 1824 and the sailing of the expedition under your command on the 19th of May following, which is accounted for by the Woolwich ropery being then in operation.

4th. Any cordage supplied from Woolwich at that time must have borne the mark of white worsted then used as a universal mark, and after the order of the 28th of April 1824 it continued the distinguishing mark at that yard; the remaining store of white worsted was transferred from this yard to Woolwich, to be there consumed. The clearness and accuracy of the storekeeper's report to me, and the great care he has taken in searching the records of his office, establish these facts as indisputable, and leave no room whatever for doubt as to the rope found at Cape Riley (a specimen of which was sent me for examination) having been manufactured in this yard after the 14th of June 1824, and therefore it could not possibly have been any part of the supply furnished to either of the ships composing the expedition to the Arctic Seas under your command, which sailed in May of that year.

Indeed I may go further, and give it as my decided opinion that the rope found at Cape Riley by Commander Forsyth must have been made in this yard subsequently to 1841.

The hemp used in its manufacture is clearly recognized as Hungarian by the master-ropemaker, a man of much ability in his calling, and who, after ample time for the fullest consideration, repeats his opinion as to its character most clearly and decidedly, and it stands proved that no hemp of that growth was received into this yard prior to 1841.

I hope this statement will prove satisfactory to you; but if you wish to refer further to the records of this yard, I shall have great pleasure in attending to your communication.

I have, &c.
 (signed) *Peter Richards*,
 Captain Superintendent.

Capt. Superintendent Sir E. Parry,
 Haslar Hospital.

No. 7 (D.)

OBSERVATIONS by Colonel *Sabine*, R. A., on Articles found at *Cape Riley*.

PERHAPS it may throw some light on the fact of there being five tents that the magnetical instruments supplied to Sir John Franklin's expedition would require more tents than any previous or any subsequent expedition.

There were three magnetical instruments, each of which would require a separate tent, and these three tents would only be entered at stated periods for observation.

Besides these three, there would be required a fourth tent for miscellaneous observations, and a fifth for the protection of the observers.

I was therefore always prepared to expect that whenever the traces of a winter station of the "Erebus" and "Terror" should be found, there would be some appearance discovered of five tents in the locality where the instruments of the "Erebus" should be placed, and five for the "Terror."

I think it probable that the two ships would establish their observations at some little distance apart from each other, because it would contribute to convey a character of independence to each. I think it far more probable that the traces which have been discovered are those of a winter station than of a station occupied for a few days during the season of navigation, from the quantity of the remains of provisions which I understand to have been found, and which are much more than are likely to have been consumed by an observing party during the very short time that the instruments would have been put up at a temporary station.

It is quite possible, however, to suppose that the ships may have been stopped during the season of navigation, and without any immediate prospect of getting on,

on, about the time of the monthly term days*, and the tents may have been established, and the instruments landed for observation on the term day; that is to say, they may have all been in order for commencing about 12 hours before, and the observations continued for 24 hours; but at the close of the term day they would, without doubt, have been embarked with all convenient despatch.

No. 7.
Proceedings of
Commander C. C.
Forsyth, R. N.,
of the "Prince
Albert."

No. 7 (E.)

COPY of a LETTER from Captain Sir *W. E. Parry*, R.N., to the Secretary of the Admiralty.

Sir,

Haslar Hospital, 16 October 1850.

WITH reference to the reports of Sir John Richardson and myself, of the 11th instant, relative to the several articles found at Cape Riley, and brought home by Commander Forsyth, in the "Prince Albert," I beg to state to you, for the information of my Lords Commissioners of the Admiralty, that we have since understood Colonel Sabine to have suggested that the encampment of five tents may have been made by the expedition of Sir John Franklin for the purpose of receiving the several instruments for magnetic observations. As this suggestion seems to me to account for the large size of the circles of stones, which we could not before satisfactorily explain, and also for certain erections of stones in the centre of each circle, which were described by Mr. Snow as looking like fire-places, but without any marks of smoke, and which were probably stands for the instruments, or used for steadying them, I beg leave to draw the attention of their Lordships to Colonel Sabine's suggestion, which appears to confirm our former conclusions, as to Sir John Franklin's people having landed at Cape Riley.

I have, &c.

(signed) *W. E. Parry*, Captain, R. N.

No. 7 (F.)

COPY of a LETTER from Captain *W. A. B. Hamilton*, R.N., Secretary of the Admiralty, to Commander *Charles C. Forsyth*, R. N.

Sir,

Admiralty, 14 October 1850.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter, dated "Prince Albert," Aberdeen, 1st of October 1850, reporting the return of the expedition under your command from the arctic regions, and containing information of great interest.

I am, &c.

(signed) *W. A. B. Hamilton*.

P.S.—I am further commanded by their Lordships to acknowledge the receipt of the relics brought from Cape Riley, and which have proved of much value.

* A term day is one day in the month, on which it was pre-arranged that simultaneous magnetic observations should be made in all parts of the world. These days were known to Sir John Franklin, and they were the only days on which, during the season of navigation, those magnetic instruments, requiring the tents above alluded to, would be employed.

-- No. 8. --

No. 8.
 Proceedings of
 the Expedition in
 charge of Mr. W.
 Penny.

PROCEEDINGS of the Expedition in charge of Mr. *William Penny*,
 Commanding Her Majesty's Ship "Lady Franklin," in 1850.

(A. to F.)

 No. 8 (A.)

COPY of a LETTER from Mr. *William Penny*, Commanding Her Majesty's
 Ship "Lady Franklin," to the Secretary of the Admiralty.

Sir,

Disco Island, 2 May 1850.

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the expedition under my command arrived here 10 p. m.; the vessels in good order, and the crews in the best of health and spirits; and will proceed immediately, after authority is obtained from the Governor, to take two Esquimaux and two Danish volunteers from the settlement of Opernowick.

It has been a very mild winter, and very much open water here, extending off 70 miles.

I have, &c.
 (signed) *Wm. Penny*.

No. 8 (B.)

COPY of a LETTER from Mr. *William Penny*, Commanding Her Majesty's
 Ship "Lady Franklin," to the Secretary of the Admiralty.

Sir,

Her Majesty's Ship "Lady Franklin," off Opernowick,
 Tuesday, 4 June 1850.

I HAVE the honour to request that you will inform my Lords Commissioners of the Admiralty that the expedition under my command arrived off Opernowick yesterday, at 4 p. m., having been one month from Lievely, in consequence of the south-west winds.

According to the arrangement before made, the services of the sub-governor, Herr Johan Carl Christian Peterson, have been retained for interpreting, at the pay of 78 l. per annum, 1 l. 10 s. being paid monthly by the Governor to his wife out of this sum.

The expedition will sail from this at 4 a. m. to-morrow, that time being allowed for the sub-governor getting his outfit in a state of readiness, and making the necessary arrangements with the Governor. He is a person whom I have long thought of, and I consider myself fortunate in obtaining his services, from his perfect familiarity with the English, Danish and Esquimaux languages.

It was necessary to grant Herr Fleucher, the Governor, a guarantee that he should incur no risk with the Danish Government for permitting the departure of Mr. Peterson, their regulations being very strict on this point.

I had communication with Professor Rinck (now at Omenak), who would gladly have accompanied me, but I was unable, on account of the distance, to have a personal interview with him, which is the more to be regretted, as I believe he would have been of great service, not only as an interpreter, but also in a scientific capacity.

I am sure their Lordships will be pleased to hear that my little vessels sustained an immense pressure in North East Bay on the 18th ultimo, without the slightest damage, and that they have otherwise shown themselves all that could be wished.

I have

I have also the pleasure of informing their Lordships that the crew of both vessels are in good health, and that the prospect of an early north passage is still good, notwithstanding a month of prevailing S. W. winds.

No information can be gathered regarding Her Majesty's ship "North Star;" but it is to be hoped she has reached Lancaster Sound.

I have, &c.
(signed) *Wm. Penny.*

No. 8.
Proceedings of
the Expedition in
charge of Mr. W.
Penny.

No. 8 (C.)

COPY of a LETTER from Mr. *William Penny*, Commanding Her Majesty's Ship "Lady Franklin," to the Secretary of the Admiralty.

Sir,

North Opernowick, 30 June 1850.

I HAVE the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that the expedition under my command has been detained here by the prevailing S. W. winds, which have continued the greater part of the season; however, it has removed all the barriers of ice, and whenever the wind comes from the N. E. we will make rapid progress.

Captain H. T. Austin, C.B., arrived off here 26th June, the expedition in the best of order, and all in high spirits.

I have, &c.
(signed) *Wm. Penny.*

No. 8 (D.)

COPY of a LETTER from Mr. *William Penny*, Commanding Her Majesty's Ship "Lady Franklin," to the Secretary of the Admiralty.

Her Majesty's Ship "Lady Franklin," Melville Bay,
16 July 1850.

Sir,

(Lat. 75 deg. 11 min.; Long. 60 deg. 8 min. 30 sec.)

I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the expedition under my command reached this on the 12th July, and has since been detained by the S. W. winds, which have prevailed the greater part of the season, so as to render this year backward in the extreme.

The wind, however, is now from the N. E., and the ice is opening very fast; if it continue but for five days we shall be in the west water.

Captain Austin's expedition is now about 10 miles to the northward of us, having joined us on the 2d July in latitude 73 deg. 25 min., and longitude 56 deg. 20 min. W.

We have been rendering mutual services, and otherwise doing all in our power to forward the object in view.

As yet no trace of the "North Star" has been come upon, but it is to be hoped she has reached Lancaster Sound.

The crews of the several expeditions are in the best of health and spirits, not one being on the sick list.

I forward this by Captain Stewart, of the "Joseph Green," who has rendered me many good services.

I have, &c.
(signed) *Wm. Penny.*

No. 8.
 Proceedings of
 the Expedition in
 charge of Mr. W
 Penny.

No. 8 (E.)

COPY of a LETTER from Mr. *William Penny*, Commanding Her Majesty's Ship "Lady Franklin," to the Secretary of the Admiralty.

Her Majesty's Ship "Lady Franklin," Lancaster Sound,
 21 August 1850.

Sir,

I BEG to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the vessels under my command got clear of Melville Bay on Sunday the 11th August.

On the following day I landed at Cape York, and had communication with the Esquimaux.

On the 18th Captain Austin's expedition came up, and next morning I was informed of a report, said to be got from the same Esquimaux I had on board for several hours; it was to the effect, that Sir John Franklin's ships had been lost, 40 miles to the northward, and the crews murdered.

I immediately offered my services, together with those of my interpreter, and was happy to find that the sole foundation for the tidings was that the "North Star" had wintered in the situation referred to.

Immediately on the report being cleared up, Captain Austin left with Sir John Ross's and Captain Forsyth's schooners in tow, and we were detained by calms and bay ice, so that we did not reach Jones' Sound till midnight on the 18th. We were prevented from approaching within 25 miles of the Sound by a chain of immense floes, and were obliged to haul out N.W. (per compass) to get clear of the ice. We entered Lancaster Sound the following night in company with the American schooners, having strong winds from the S.W. (per compass).

For the last 24 hours we have been dodging in the neighbourhood of Admiralty Inlet, a heavy sea running, and very thick weather, my wish being to get intelligence of places where provisions had been landed by the "North Star:" that vessel is now in sight ahead.

I have prepared this despatch for their Lordships, to forward by Mr. Saunders, who will be able to inform you satisfactorily of the state of Lancaster Sound.

* * * *

From the information I have received from Mr. Saunders, it is at present my intention to put my vessels into some bight on the north shore of the Sound, allowing the ice to drive past them, and I shall then use every endeavour to push to the westward, and follow out their Lordships' instructions in that quarter.

Before concluding, I would beg to allude to the orders transmitted to Mr. Saunders, relative to depositing his provisions on the Island of Disco.

By such a course being pursued, an otherwise invaluable supply is rendered perfectly useless to all the expeditions at present in this quarter, and we are deprived of what we had reckoned upon, viz. a deposit in the Sound to fall back upon, in case misfortune should compel us to abandon our vessels.

The report received from the Esquimaux at Cape York has proved correct to the letter; and I cannot but refer to the service my interpreter, Mr. Peterson, has rendered on this occasion, in exposing a story of Sir John Ross's Esquimaux, calculated to do much mischief.

I have, &c.
 (signed) *Wm. Penny.*

No. 8 (F.)

EXTRACT of a PRIVATE LETTER from Mr. *William Penny*, Commanding Her Majesty's Ship "Lady Franklin," to Captain *Hamilton*, R.N., Secretary of the Admiralty, dated 21 August 1850.

OUR passage through Melville Bay has been tedious in the extreme, and nothing but south-west winds; however, my little vessels answer my expectation to the letter.

From the report of Mr. Saunders of the state of Barrow Straits, it is my intention to put my vessels into a bight on the north shore, and allow the ice to drive past us, or if by any possibility warp along the shore until I get to the westward of this body of ice into the water. I shall then endeavour to carry out my ideas by

by searching along the north shore of Barrow Strait unto Melville Island. Captain Austin has not made his appearance in the Sound, at least the "North Star" has not seen any of the vessels. I spoke the American schooners, but we soon left them out of sight astern. On the 20th it blew a gale: run nine knots until we reached Admiralty Inlet, when we dodged until it should moderate, to take a look at Port Leopold, to see if there was any intelligence of Sir John Franklin or the "North Star." However, I got anxious to see what state Barrow Strait was in with ice; so after dodging for 24 hours, bore away for the north side of Barrow Strait. At noon of the 21st, the "North Star" was seen coming out of the fog; at 2 p. m. boarded her with their Lordships' despatches. You may judge my surprise to learn that he was to proceed to the Island of Disco to land his provisions. I stated that their Lordships had calculated on us finding them on the east side, and not in Lancaster Sound. I have endeavoured to prevail on him to land some at Navy Board Inlet; however, he has not given me his final answer.

If Mr. Saunders breaks through his instructions by my advice, I trust Captain Hamilton will do his best to see he does not suffer.

I have great hope of being able to reach a high longitude, for we have a full month yet for operations.

I am confident their Lordships never intended that those provisions should be again carried to the east side, and landed on the Island of Disco. I have stated this to Mr. Saunders, so I should be sorry if any blame should be attached to him. I must conclude by stating that while Captain Austin was in company, we rendered one another mutual services.

No. 8.
Proceedings of
the Expedition in
charge of Mr. W.
Penny.

— No. 9. —

PROCEEDINGS of Captain Sir *John Ross*, c. b., and the Expedition under his Orders, in 1850.

(A. and B.)

No. 9.
Proceedings of
Captain Sir John
Ross, c. b.

No. 9 (A.)

COPY of a LETTER from the Secretary to the Hudson's Bay Company to *John Parker*, Esq. M. P., Secretary of the Admiralty.

Sir,

Hudson's Bay House, 30 September 1850.

I AM directed to transmit to you herewith, for the information of the Lords Commissioners of the Admiralty, a copy of a despatch from Captain Sir John Ross, dated the 22d of August, off Admiralty Inlet, with copies of its enclosures, and also an extract of a despatch, dated the 13th August, which have been received to-day at the Hudson's Bay House.

I have, &c.

(signed) *A. Barclay*, Secretary.

See No. 9 (B.)
See Enclosure to
No. 9 (A.)

Enclosure to No. 9 (A.)

EXTRACT of a DESPATCH from Sir *John Ross* to the Governor and Committee of the Hudson's Bay Company, dated 13 August 1850. Baffin's Bay, Lat. 76, Long. 66. Off Cape York.

WITH respect to the "Felix," she is everything I could desire; she sails well, is an excellent sea boat, and is as strong as wood and iron can make her. We received all the apparatus for balloons, and what I place most faith in, we have four well-trained carrier pigeons, which were presented to me by Miss Dunlope, a young lady at Ayr, who had trained them to keep up a correspondence to two friends at a distance; I hope they will be the bearers of good news. We have seen no vessel on our passage but a Danish government vessel (the "Titus"),

No. 9.
 Proceedings of
 Captain Sir John
 Ross, C. B.

which we overtook on the 15th of June, out 31 days from Copenhagen. She was in company two days, but parted in a fog. We have had, as usual, a foul wind in Davis Strait, but beat to windward half a degree of latitude per day, which, considering we have the "Mary" in tow, was as much as we could expect. We have seen a good deal of ice near Cape Farewell, but very little since. I am in hopes we shall have a very favourable season.

We arrived at Holsteinberg on the 23d June (lat. 67°, long. 54°), my object being to obtain an interpreter, in which I am happy to say we succeeded in the person of a native (Adam Beck), who speaks the Danish language, and of course is understood by me. He is also a good fiddler, and already a favourite with the men. We were detained here by both calms and storms, which succeeded each other for six days, which has no doubt kept us behind the others; so that I cannot expect to fall in with them till we get to Opernowick, as they will of course have left the Whale Fish Islands before we can possibly get there.

I sent a duplicate of the first sheet, with some additions, by the Danish packet, which I am now glad I did, as a heavy gale, after leaving Holsteinberg on the 30th, prevented her reaching the cod fishermen, and we were so unfortunate as to arrive at Whale Fish Islands two days after the transport had left, when my hope of being able to send this and all other letters by her were at an end; but I still expect to fall in with the "North Star." The squadron under Captain Austin are only 14 days, and the two American schooners only four days before us, and we have no doubt of getting up with them at Opernowick. We got the coals that had been left for us by the whaler, completed our water, and sailed in 20 hours. From the appearance of wind and weather, I was tempted to risk the Waigat Straits, by which I could gain some leagues on the other vessels, and I happily succeeded; but I would not on any account run such a risk again, the navigation being both dangerous and intricate, and I am sure Austin's vessels could not have accomplished it. We have since had light winds, and are (8th July) within 400 miles of Lancaster Sound, where I shall lay down my pen till an opportunity offers. All well.

23d July. I forgot to mention that neither Captain Austin nor the Americans have obtained an interpreter, and I am therefore the less sorry that I took so much time at Holsteinberg; but I believe that Captain Penny got one at Opernowick. We have now fallen in with the remaining whalers, which I knew from the heavy state of the ice would fail in getting round to the west land till the fishing season was over. (17 July, lat. 74 deg. 36 min. north, off Cape Shakleton). In the morning we suddenly fell in with five of the whalers, who, seeing it improbable that they could get round the north end of the ice, were running to the south, to try the passage to the west land, in lat. 71. They reported that in a gale of the 12th the American vessel was beset off the Devil's Thumb, where they still remained, about 30 miles north of us, where we could see them; but that Captain Penny and Austin's squadron were in lat. 74 deg. 40 min., and bore up in the storm, and would probably reach Melville Bay, where we would find them: that all of us would no doubt yet run the middle ice, but would probably be late.

We found little field ice, which was very favourable for the steamers, but a great many icebergs. I gave a short note to Captain Leuchar, of the "True-love," but I suppose you will receive this first. The storm of the 12th was very severe, and damaged the bulwarks of the "Mary;" but that was of no consequence, as we had to take them away; and have now constructed her into a row galley as well as a sailing vessel. She will row 10 oars, and I think will do the work better than any that has navigated the arctic seas. On the 19th July we spoke five more whalers, all standing to the southward, and in the evening communicated with Captain Forsyth in the "Prince Albert," which followed us closely, occasionally assisting each other through the intricate passages among the ice, with which we were now constantly surrounded.

On the 23d July we communicated with seven more of the whalers, which were running south, having given up as hopeless the idea of making the north passage in time to reach the fishing ground on the west land this season. On the 25th July we discovered Her Majesty's ships commanded by Captain Austin, and also the two vessels commanded by Captain Penny, and were now in lat. 75 deg. 11 min. 10 sec. north, long. 59 deg. 38 min. west, off Browne's Islands; and having gained the land, we were in hopes of overtaking Her Majesty's ships, which were then beset. To accomplish this, we continued our labours in cutting,

forcing,

forcing, and breaking, and daily gaining on them; but Captain Penny gained also, and at last got out of sight. It was not until Saturday evening the 11th of August that we overtook them, and on Sunday Captain Austin came on board the "Felix," as also Captain Ommaney and Lieutenant Cator. Our communication (as became officers of the Royal Navy) was unreserved. I gave Captain Austin a written statement of my intentions and views consequent on the late and unfavourable season; our co-operation was determined on, and I was in return furnished with an official copy of his orders to those under his command; and after discussion, in order that the whole field should be simultaneously explored, as the best mode of discovering the position of the missing ships, it was agreed that the "Resolute" and "Pioneer," beginning at Pond's Bay, should examine the whole south coast of Lancaster Sound, Barrow Straits, and, if possible, Cape Walker; that the "Assistance" and "Intrepid," beginning at Cape Warrender, should examine the north coast of Lancaster Sound and Barrow Strait as far as Wellington Channel, which they were directed to enter, and if possible communicate with Captain Penny, whose orders directed his attention to Jones Sound; that the "Felix" and "Mary," beginning at Cape Hotham, were to examine that and the different headlands to Melville Islands, and, if possible, to Banks Land. My plans of communicating with each other were approved of, and Captain Forsyth, in the "Prince Albert," was to proceed to Brentford Bay, and endeavour to cross the isthmus and survey the west side of Boothia Felix.

We now proceeded in company; and the weather being calm, and peculiarly favourable for the steamers, the "Felix" was occasionally towed by the "Pioneer" and "Resolute," while the "Prince Albert" was also towed by the "Intrepid" and "Assistance." In the meantime Captain Penny, who had in vain attempted to cross the middle ice, was overtaken; and on the 13th of August the whole nine vessels were congregated at Melville Bay, off Cape York, where I shall conclude this despatch.

No. 9.
Proceedings of
Captain Sir John
Ross, c. b.

No. 9 (B.)

COPY of a DESPATCH from Captain Sir *John Ross*, c. b., to Captain *W. A. B Hamilton*, R. N., Secretary of the Admiralty.

"Felix" Discovery Yacht, off Admiralty Inlet,
Lancaster Sound, 22 August 1850.

Sir,

I HAVE to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the "Felix" discovery yacht, with her tender the "Mary," after obtaining an Esquimaux interpreter at Holsteinberg, and calling at Whale Fish Islands, proceeded northward, through the Waigat Strait, and overtook Her Majesty's discovery ships under the command of Captain Austin on the 11th of August; and on the 12th, the senior officer and the second in command having cordially communicated with me on the best mode of performing the service on which we are mutually embarked, that arrangements were made and concluded for a simultaneous examination of every part of the eastern side of a north-west passage in which it was probable the missing ships could be found; documents to that effect were exchanged, and subsequently assented to by Captains Forsyth and Penny. On the 13th of August natives were discovered on the ice near to Cape York, with whom it was deemed advisable to communicate. On this service Lieutenant Cator, in the "Intrepid," was detached on the part of Captain Austin, and my part Commander Phillips, with our Esquimaux interpreter, in the whale boat of the "Felix." It was found by Lieutenant Cator that Captain Penny had left with the natives a note for Captain Austin, but only relative to the state of the navigation; however, when Commander Phillips arrived, the Esquimaux seeing one apparently of their own nation in the whale boat came immediately to him, when a long conversation took place, the purport of which could not be made known, as the interpreter could not explain himself to any one either in the "Intrepid" or the whale boat, as he understands only the Danish besides his own language, until he was brought on board the "Prince Albert," where John Smith, the captain's steward of that vessel, who had been some years at the Hudson's Bay settlement of Churchill, and understood a little of the language,

No. 9.
 Proceedings of
 Captain Sir John
 Ross, C. B.

See Enclosures
 Nos. 1 and 2.

was able to give some explanation of Adam Beek's information; which I deemed of such importance that Captains Ommaney, Phillips, and Forsyth proceeded in the "Intrepid" to the "Resolute," when it was decided by Captain Austin to send for the Danish interpreter of the "Lady Franklin," which, having been unsuccessful in an attempt of getting through the ice to the westward, was only a few miles distant. In the meantime it was known that in addition to the first information, a ship (which could only be the "North Star") had wintered in Wolstenholme Sound, called by the natives "Ourinak," and had only left it a month ago. This proved to be true; but the interpretation of the Dane was totally variance with the information given by the other, who, although for obvious reasons he did not dare to contradict the Dane, subsequently maintained the truth of his statement, which induced Captain Austin to detach the "Intrepid," with Captains Ommaney and Phillips, taking with them both our interpreter (Adam Beek) and a young native, who had been persuaded to come as one of the crew of the "Assistance," and examine Wolstenholme Sound. In the meantime it had been unanimously decided that no alteration should be made in our previous arrangement; it being obvious that while there remained a chance of saving the lives of those of the missing ships who may be yet alive, a further search for those who had perished should be postponed, and accordingly the "Resolute," "Pioneer," and "Prince Albert," parted company on the 15th. It is here unnecessary to give the official reports made to me by Commander Phillips, which are of course transmitted by me to the secretary of the Hudson's Bay Company, who, with the information written in the Esquimaux language by Adam Beek, will no doubt be sent to you for their Lordships' information; and it will be manifest by these reports that Commander Phillips had performed his duty with sagacity, circumspection, and address which does him infinite credit, although it is only such as I must have expected from so intelligent an officer. And I have much satisfaction in adding, that it has been mainly owing to his zeal and activity that I was able, under disadvantageous circumstances, to overtake Her Majesty's ships; while, by his scientific acquirements and accuracy in surveying, he has been able to make many important corrections in, and valuable additions to, the charts of the much frequented eastern course of Baffin's Bay, which has been more closely observed and navigated by us than by any former expedition, and much to my satisfaction; confirming, in latitude and longitude, every headland I had an opportunity of laying down in the year 1818. And under these circumstances I trust that I do not trespass too far on your condescension, in earnestly requesting that you will be pleased to move their Lordships that (as in the instance of my nephew, now Captain Sir James Ross) the name of Commander Charles Gerrans Phillips may be placed on the books of one of Her Majesty's ships, in order that the well-deserved promotion of this excellent officer, who, besides many other claims, is now serving on half pay, may not be retarded: especially, that if the information I receive at or before I reach Winter Harbour is such as I have reason to expect, it may be my duty to proceed to Banks Land; and if no tidings of the missing ships are obtained, it will undoubtedly be my duty to make further inquiry into the truth of my interpreter's statement, and in either case to prolong my absence from Great Britain.

I have only to add, that I have much satisfaction in co-operating with Her Majesty's expedition. With such support, and with vessels so peculiarly adapted for the service, no exertion shall be wanting on my part; but I cannot conclude this letter without acknowledging my obligations to Commodore Austin and Captain Ommaney for the assistance they have afforded me, and for the cordiality and courtesy with which I have been treated by those distinguished officers, and others of the ships under their orders. Animated as we all are with an ardent and sincere desire to rescue our imperilled countrymen, I confidently trust that our united exertions and humble endeavours may, under a merciful Providence, be completely successful.

I am, &c.

(signed) *John Ross*, Captain R. N.

Enclosure No. 1 to No. 9 (B).

No. 9.
 Proceedings of
 Captain Sir John
 Ross, C. B.

"Felix" Discovery Vessel, off Cape Dudley Diggs,
 14 August 1850.

Sir,

IN obedience to your directions to communicate with the natives seen on the ice close to Cape York yesterday forenoon, I proceeded in the whale boat, accompanied by the Esquimaux "Adam," your interpreter; and on nearing the ice observed three natives (males) in communication with the people of Her Majesty's ship "Intrepid" and boat's crew of the "Prince Albert," both fast to the ice.

As soon as the Esquimaux observed one of their own race in our boat they ran to meet us, throwing up their hands and expressing signs of satisfaction. They also got into our boat without hesitation.

Our interpreter appeared to understand and be understood by them, and a long and earnest conversation took place, in which the gold-laced caps of some of the officers were alluded to.

But no European present being able to understand our interpreter, we quitted the ice after about half an hour's stay; Captain Ommaney, who was on board the "Intrepid," having seen a memorandum left by Mr. Penny a day previously with the persons we had communicated with, and which was merely a memorial of his visit. I was now anxious to rejoin you as the only person in the "Felix" who could understand whatever intelligence the interpreter had picked up, and we accordingly proceeded in tow of the "Intrepid" to rejoin the "Resolute" and "Felix," now far ahead and pushing on for Cape Dudley Diggs.

During the afternoon "Adam" showed to our boat's crew some signs of a wish to impart something, and about 8 p. m. I dropped on board the "Prince Albert," also in tow of the "Intrepid," and he immediately sought out the steward of Captain Forsyth, who seems to possess a good knowledge of the language of these regions, and through him we received the following communication:

That in the winter of 1846, when snow was falling, two ships were broken up by the ice a good way off, in the direction of Cape Dudley Diggs, and afterwards burnt by a fierce and numerous tribe of natives. He asserted that the ships were not whalers, and that epaulettes were worn by some of the white men; that a part of the crews were drowned; that the remainder were some time in huts or tents apart from the natives; that they had guns but no balls, were in a weak and exhausted condition, and were subsequently killed by the natives with darts or arrows.

No time was lost in imparting this intelligence to the "Assistance," and Captain Ommaney and myself, with Commander Forsyth, instantly proceeded in the "Intrepid" to communicate these particulars to yourself and to Captain Austin.

I have, &c.

(signed) *C. Gerrans Phillips,*

To Captain Sir John Ross, C. B.

Commander R. N.

&c. &c. &c.

Enclosure No. 2 to No. 9 (B).

"Felix" Discovery Vessel, off Wolstenholme Island,
 16 August 1850.

Sir,

IN compliance with your directions that I should accompany Captain Ommaney, of Her Majesty's ship "Assistance," and make further inquiry into the truth of the reports referred to in my letter of the 14th instant, as well as to those about a ship having passed the last winter in Wolstenholme Sound; I have to state that about 9 a. m. yesterday I accompanied Captain Ommaney and some of his officers on board Her Majesty's ship "Intrepid," having with us the Esquimaux interpreter of this vessel, and one belonging to the "Assistance," who had given the original information to ours.

We proceeded in the steamer 16 miles up Wolstenholme Sound in a N. E. direction, until we had shoaled the water to two fathoms L. W. Here three cairns were discovered and examined; within each of them we found a paper signed by Mr. Saunders, the commander of Her Majesty's ship "North Star."

No. 9.
 Proceedings of
 Captain Sir John
 Ross, C. B.

The latest in date (3d July 1850) was close to the graves of four seamen, and its contents were to the following effect:

That the cairn was erected by the crew of Her Majesty's ship "North Star" to mark the burial places of William Sharp, A. B., of Her Majesty's ship "North Star," deceased 1st November 1849; William Brisley, boat's mate, deceased 30th January 1850; Richard Baker, A. B., deceased 2d April 1850; John Deverill, A. B., deceased 17th May 1850.

It further stated that the "North Star" was beset on the east side of Melville Bay, 29th July 1849, and gradually drifted day by day until 26th September, when they found themselves abreast of Wolstenholme Sound; and the ice becoming slack, and the sound being perfectly clear, all plain sail was made, and the ship pressed through, anchoring in the lower part of the sound the same evening, and secured for the winter on the 1st October.

It further stated that she had remained there all the winter, and was to proceed in search of the Arctic ships as soon as the ice broke up.

This document was dated in North Star Bay, lat. 76 deg. 34 min. N.; long. 69 deg. 30 min. W., 3d July 1850, and signed J. Saunders.

The papers found in the other two cairns were dated 3d April 1850, and to the same effect, except that they did not contain the names of the deceased seamen.

A considerable space of the adjoining country was traversed in extended order, and carefully examined by Captain Ommaney and myself, and a party of the officers and men of Her Majesty's ships "Assistance" and "Intrepid."

Several Esquimaux huts were searched, but no living natives seen; two of the huts covered the unburied remains of three or four natives.

A couple of shirts (one marked Corporal J. Cullamore), other fragments of slop clothing, of broken bottles and crockery, iron hoops and nails, painted wood, a washing tub, and the footsteps of Europeans, as well as several preserved-meat tins, amply denoted the recent presence of a Queen's ship in the neighbourhood.

Although your Esquimaux interpreter still adheres to the statement he received at Cape York relative to the loss of two ships in 1846, and the murder of their crews, we were unable to discover any circumstance in corroboration; and from the silence of Mr. Saunders on the subject, and his expressed determination to prosecute his voyage in quest of the Arctic ships, I am induced to hope such a lamentable occurrence has not taken place.

I should, however, recommend that the statement of the Esquimaux received on board the "Assistance" at Cape York, should be taken down in writing by our interpreter, who is, as you know, fully competent to the task.

I have, &c.

(signed) C. Gerrans Phillips,
 Commander R.N.

To Captain Sir John Ross, C. B.
 &c. &c. &c.

— No. 10. —

No. 10.
 Proceedings of the
 Expedition under
 the Orders of Capt.
 H. T. Austin, C. B.

PROCEEDINGS of the EXPEDITION under the Orders of Captain *Horatio T. Austin*, C.B., of Her Majesty's Ship "Resolute."

(A. to G.)

No. 10 (A.)

MEMORANDUM of the Comptroller of Victualling and Transport Service, relative to the Quantity of Provisions supplied for Captain *Austin's* Arctic Relief Expedition.

Memo.:

Admiralty, 28 May 1850.

WITH reference to their Lordships' order of the 16th instant, and to its enclosure (herewith returned), the comptroller of victualling begs to enclose, for their Lordships' information, a statement showing the proportion of provisions

sions for 180 men, for the use of Her Majesty's ships "Resolute" and "Assistance," and their tenders the "Pioneer" and "Intrepid," and the total quantities of provisions demanded and supplied for the use of those ships; from which statement their Lordships will be pleased to observe, that the provisions supplied to the Arctic ships under the command of Captain Austin, and for their use to the "Emma Eugenia" transport, are equal to more than three years' consumption for the crews of the vessels of war.

To the Secretary of the Admiralty.

(signed) *James Meek.*

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Proceedings of the
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H. T. Austin, C. B.

Enclosure to No. 10 (A.)

A STATEMENT showing the Proportion of Provisions for 180 Men, for the use of Her Majesty's Ships "Resolute," "Assistance," "Pioneer," and "Intrepid," employed in the Arctic Searching Expedition; the Total Quantities Demanded and Supplied, and the Quantities Shipped on Board the "Emma Eugenia" Transport.

| ARTICLES. | Proportion for 180 Men, for Three Years. | Quantity Demanded. | Quantity Supplied to the Ships. | Quantity Shipped on Board the "Emma Eu- genia" Transport. |
|---|--|-----------------------|--|--|
| Biscuit, including flour in lieu - - lbs. | 197,100 | 214,110 | 157,120 | 67,840 |
| Spirits - - - - - galls. | 6,159 | 6,176 | 3,677 | 966 |
| Salt beef - - - - - 8 lb. pieces | 4,619 | 3,967 | 3,496 | 456 |
| " pork - - - - - 4 lb. " | 9,239 | 10,587 | 9,040 | 1,360 |
| Flour, suet, &c. - - - - - lbs. | 36,952 | 32,482 | 26,520 | 20,992 |
| Preserved meats - - - - - " | 73,913 | 86,460 | 58,262 | 28,652 |
| " soups - - - - - " | 24,638 | 21,172 | 16,480 | 4,718 |
| " vegetables - - - - - " | 24,638 | 32,186 | 22,773 | 9,180 |
| Chocolate - - - - - " | 12,318 | 12,352 | 10,702 | 2,886 |
| Sugar - - - - - " | 18,477 | 20,028 | 29,090 | 6,500 |
| Tea - - - - - " | 3,079 | 3,346 | 2,831 | 640 |
| Peas - - - - - galls. | 3,080 | 1,760 | 1,376 | 392 |
| Oatmeal - - - - - " | 1,760 | 448 | 288 | 224 |
| Vinegar - - - - - " | 1,760 | 240 | 99 | 161 |
| Lemon juice - - - - - lbs. | 12,318 | 12,352 | 9,656 | 2,760 |
| Sugar for ditto - - - - - " | 12,318 | 12,352 | — | — |
| " for cranberries - - - - - " | — | 2,646 | — | — |
| Preserved milk - - - - - pints | — | — | 200 | — |
| Brandy - - - - - galls. | — | 72 | — | 168 |
| Wine, port - - - - - " | — | 200 | — | 280 |
| " white - - - - - " | — | 200 | — | 216 |
| Pemican - - - - - lbs. | — | 4,480 | 3,590 | 1,044 |
| Mustard - - - - - " | — | 1,754 | 1,754 | — |
| Pepper - - - - - " | — | 400 | 424 | — |
| " cayenne - - - - - " | — | 24 | — | — |
| Rice - - - - - " | — | 3,000 | 600 | 2,352 |
| Barley, Scotch - - - - - " | — | 4,000 | 3,040 | 960 |
| Tobacco - - - - - " | — | 9,474 | 7,748 | 1,717 |
| Soap - - - - - " | — | 7,048 | 5,446 | 1,671 |
| Pickles - - - - - " | — | 12,352 | 9,562 | 2,800 |
| Salt fish - - - - - " | — | 448 | — | 448 |
| Chillies - - - - - " | — | 5 | — | — |
| Treacle - - - - - " | — | — | — | 719 |
| Baking powder - - - - - " | — | — | — | 200 |
| Essence of spruce - - - - - jars | — | — | — | 4 |
| Preserved apples - - - - - lbs. | — | — | 5,488 | 1,568 |
| " onions, dried - - - - - " | — | 400 | — | 896 |
| Dried yeast - - - - - canisters | — | 80 | 80 | — |
| Oxen, with fodder - - - - - No. | — | 6 | — | 6 |
| Salt, white - - - - - lbs. | — | 480 | 560 | — |
| Cranberries - - - - - " | — | 7,058 | — | — |
| Hops - - - - - " | — | — | — | 160 |
| Culinary herbs - - - - - cases | — | 4 | 4 | — |

The quantities actually shipped on board the vessels of war and transport are equal to more than three years' consumption.

(signed) *J. M.*

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 Expedition under
 the Orders of Capt.
 H. T. Austin, C. B.

(No. 5.)

No. 10 (B).

COPY of a DESPATCH from Captain *Horatio T. Austin*, C. B., of Her Majesty's Ship "Resolute," to *John Parker*, Esq., M. P., Secretary of the Admiralty.

REPORT OF PROCEEDINGS.

Her Majesty's Ship "Resolute,"
 at the Whale Fish Islands, 1 P. M.,
 23 June 1850.

Sir,

1. I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, of the arrival at these islands of the vessels of the Arctic Expedition under my orders, they having left the Orkneys (as reported in my letter of that day's date) on the 15th ultimo.

2. Cape Farewell was sighted at noon on the 28th ultimo, bearing N. 25° W., distant 63 miles, and in the afternoon of the 30th, in latitude 59° N., longitude 47° W., the transport "Emma Eugenia" was fallen in with, and continued in company.

3. On the morning of the 10th instant, the wind having fallen to a calm, with every appearance of its continuing, the Whale Fish Islands being 280 miles distant, I deemed it advisable to cause the "Resolute" to be taken in tow by the "Pioneer," and the transport by the "Intrepid," leaving the "Assistance" to make the best of her way. The four vessels arrived here just before noon on the 14th instant, and early on the morning of the 15th the "Intrepid" was despatched to attend the "Assistance," which ship she met on the offing, and returned with her in tow about noon.

4. Since the arrival of the vessels, every exertion has been used to clear the transport, which would have been earlier accomplished but from the actual necessity of placing ballast on board for her safety, as the last of the coals came out.

5. Each ship is now complete between her and her tender, in provisions, stores, and warm clothing, to fully three years, and the tenders have on board coals to the amount of 310 tons each.

6. Although the ships are somewhat crowded, yet they are at a comparatively light draught, the mean being, of the "Resolute" 14 feet 6 inches, and "Assistance" 16 feet 6½ inches, leaving them fully equal to a considerable increase of weight, when recollecting the statements connected with their immersion as merchant vessels with cargo on board.

7. The tenders may be said to be deep, the mean draught being, of the "Pioneer" 12 feet 11½ inches, and "Intrepid," 13 feet 1 inch. They leave this fully efficient in their engines and boilers. Some slight repairs and adjustments have been made here.

8. I have to observe with reference to the performance of these vessels, that except in light winds "by the wind," and strong breezes "running," they have been able fairly to keep company; the "Pioneer" having shown a superiority.

9. In the operation of towing under the then existing circumstances of medium draught of water, in a calm, with the sea perfectly smooth, their speed may be considered as approaching four knots; and against a moderate royal breeze, with a more than proportionate head swell, about two knots.

10. The sailing of the two ships has been, under their late trim, nearly equal; the "Resolute" having had a little advantage in "running," and the "Assistance," "by the wind."

11. In the passage up from Cape Farewell, the straits were found to be tolerably clear, the extreme of the stream of "land ice" having been met with about the latitude of that place, on the 30th ultimo, and that of the stream from the "pack" in latitude 66 deg. N., longitude 56 deg. W., on the 11th instant. Bergs were not very numerous until this date, from which up to the time of our arrival, they were found in considerable numbers.

12. Being unable to obtain at this place any information as to the state of the ice further to the northward, Captain Ommaney visited the Danish settlement at Lively, Isle of Disco, and states "the season is considered fairly open; no records have

have been found, or information obtained of the missing vessels; the expedition under the charge of Mr. Penny communicated with that place on the 2d ultimo, all well; and that great civility and attention was shown to him by the authority there, who promised that any records met with or information procured, should be preserved and forwarded.

13. It is my present intention in proceeding to the northward to communicate with Opernowick, for the purpose of obtaining any information that may be there, as well as a supply of Esquimaux boots, very desirable for travelling parties.

14. I regret to say that of the six bullocks brought from England by the transport, five died during the passage.

15. The vessels composing the expedition may be considered in every way efficient; and it is with much pleasure and satisfaction I report, that excellent health and spirits, good will, and unanimity prevail throughout.

16. We proceed onwards at 2 p. m. this day.

I have, &c.

(signed) *Horatio T. Austin*, Captain,
and in charge of the Expedition.

John Parker, Esq. M. P.
Secretary to the Admiralty.

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Proceedings of the
Expedition under
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No. 10 (C.)

(No. 7.)

COPY of a DESPATCH from Captain *Horatio T. Austin*, C. B., of Her Majesty's Ship "Resolute," to the Secretary of the Admiralty.

REPORT OF PROCEEDINGS.

Her Majesty's Ship "Resolute," off Opernowick,
25 June 1850.

Sir,

1. WITH reference to my letter of the 23d instant, I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the expedition under my orders left the Whale Fish Islands at 2 p. m. on that day, the ships being towed out by their tenders.

2. During the night a fair breeze sprung up, and the tow ropes were cast off.

3. In the run up along the coast, the water as far as could be seen was clear of pack ice, but bergs were very numerous.

4. We arrived off Opernowick this afternoon, Captain Ommaney goes in, in the "Intrepid," to communicate, and so soon as he returns, we proceed to the northward.

I have, &c.

(signed) *Horatio T. Austin*, Captain,
and in charge of the Expedition.

No. 10 (D.)

(No. 8.)

COPY of a DESPATCH from Captain *Horatio T. Austin*, C. B., of Her Majesty's Ship "Resolute," to the Secretary of the Admiralty.

REPORT OF PROCEEDINGS.

Her Majesty's Ship "Resolute," at Sea
(Lat. 74 deg. 5 min. N.; Long. 58 deg. 30 min. W.),
5 July 1850; 5 P. M.

Sir,

1. IN continuation of my report dated the 25th ultimo, off Opernowick (a duplicate of which is transmitted herewith), I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Captain Ommaney having returned in the "Intrepid," we proceeded to the northward at 7. 30. p. m. that evening.

2. At 11 p. m. the pack was made, extending apparently to the land, which, on standing in shore to examine it, proved to be the case.

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3. The vessels were then kept under weigh, off and on, to windward of its edge, looking for a lead, but little, if any, alteration taking place, and the weather becoming foggy, with every appearance of a change, they were, on the evening of the 27th, made fast to bergs, a little to the northward of the Frow Islands (lat. 73 deg. 0 min. N.; long. 56 deg. 25 min. W.).

4. Several whalers were seen fast in shore; and, by boat communication from them, it was found that there were about 18 within a few miles of this position.

5. Colours were exchanged with Mr. Penny's expedition on the 26th ultimo, which, with the other vessels, was detained for an opening to get to the northward.

6. The ice having slackened, and some lanes of water appearing in shore, at 9 a. m. on the 1st instant the ships proceeded in tow of their tenders (at the most economical speed), along the land, through numerous winding lanes, and between a considerable number of bergs, till reaching a little to the southward of Cape Shackleton, where a stream of ice extending from the land arrested our progress, and the vessels were again made fast to bergs.

7. The stream opened about midnight, and at 4 a. m. of the 2d, the vessels again proceeded in tow, passing Mr. Penny's expedition at 5 a. m., who, by incessant labour of towing, and the occasional use of his sails, had been enabled to reach thus far. Cape Shackleton was passed, and two deep bays crossed, in which the land ice appeared then undisturbed; but by many turnings, and much watchfulness, the vessels reached to the islands of Baffin, where all leads appeared to terminate; and after careful search for one without success, the vessels were moored to bergs, close under one of the islands.

8. At noon of the 3d some little promise of an in-shore channel appearing, the ships proceeded in tow as before, until 4. 30. p. m., when they were again brought up by the ice; an attempt was then made to work, and cut the "Pioneer" through; but the ice closing as fast as it was cleared away, and a thick fog coming on, her screw was raised, rudder unshipped, and the vessels secured to the land ice, to await the clearing off of the fog, so as to ensure a right lead being taken the moment one presented itself.

9. About 1 p. m. of the 3d, the "Lady Franklin" and "Sophia" were lost sight of, standing in a lane of water to the westward.

10. At 10. 50. a. m. of the 4th, the fog cleared off, and the ice having slackened, the ships, after some little cutting and heaving, were enabled to proceed again in tow at 1. 20. p. m., through numerous narrow lanes of water. By 4. 30. the land ice was cleared, and the vessels reached to a large space of open water. Ten whalers were here in sight astern, advancing in the same direction as ourselves.

11. We thus proceeded, steering N.W. by W. (in which point most open water appeared), until 10. 30., when the pack became visible ahead, extending from the land seaward, as far on the horizon as the eye could reach; and at 11. 30. having closed it, carefully reconnoitred, and found that there was no opening that gave the least hope of our advancing; the ships were cast off, the steam let down, and all brought to the wind.

12. So far as an opinion can at present be given of the season, I would observe, that it cannot be considered more than an average one; and that in the last communication with the whalers, they were apprehensive of their not being able to reach their fishing ground in time for success.

13. Some of these vessels have come up, and there are now 10 in company. I avail myself of this occasion of detention to communicate with them, and report my proceedings to this date, for their Lordships' information.

14. It affords me much pleasure to state, that the performance of the tenders has been very satisfactory; they have now remaining on board coals equal to full 30 days' steaming,

15. It will also be gratifying to their Lordships to know, that good health and high spirits continue to prevail throughout the expedition.

16. We are now standing off and on the pack edge, in readiness to take immediate advantage of the first favourable opening.

I have, &c.

(signed) *Horatio T. Austin*, Captain,
 and in charge of the Expedition.

No. 10 (E.)

(No. 10.)

COPY of a DESPATCH from Captain *Horatio T. Austin*, c.B., of Her Majesty's Ship "Resolute," to the Secretary of the Admiralty.

No. 10.
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Expedition under
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H. T. Austin, c.B.

REPORTING PROCEEDINGS.

Her Majesty's Ship "Resolute," off the Devil's Thumb
(Lat. 74 deg. 35 min. N.; Long. 58 deg. 47 min., W.),
8 p.m., 7 July 1850.

Sir,

1. WITH reference to my letter of the 5th instant (a duplicate of which is transmitted herewith), I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that in the evening of that day a lead having shown itself upon a change of wind, the ships again proceeded in tow to take advantage of it, reaching this at 7. 30. a.m. of yesterday, where the lead terminated by the outer "floes" being close up to the land ice.

2. The wind is at present southerly; but there is reason to hope, that so soon as it changes, water will make, and enable us to proceed.

3. There are now in our neighbourhood, fast to the floe, the expedition under the charge of Mr. Penny, and 13 whalers.

4. As the occasions of advancing are so sudden and uncertain, I avail myself of this opportunity to report my latest proceedings for their Lordships' information.

I have, &c.
(signed) *Horatio T. Austin*, Captain,
and in charge of the Expedition.

No. 10 (F.)

COPY of a GENERAL MEMORANDUM addressed by Capt. *Horatio T. Austin*, c.B., of Her Majesty's Ship "Resolute," to the respective Officers commanding Vessels in the Expedition under his Orders.

THE following Memorandum was brought home by Commander *Forsyth*, of the "Prince Albert" Discovery Ship.

Her Majesty's Ship "Resolute," at Sea
(Lat. 75 deg. 25 min. N.; Long. 61 deg. 34 min. W.),
25 July 1850.

IN the hope that the expedition is now not far distant from the "North Water," and although the nature and movements of the ice are so varied in different seasons as to prevent any determination of plan until the moment for acting arrives, it becomes desirable that what is contemplated in the prosecution of the charge assigned to me (the accomplishment of which we all have so much at heart), should be made known.

I therefore here promulgate it, and it is to be received as an addenda to the instructions issued by the Lords Commissioners of the Admiralty, and carried out with all the earnestness and zeal that so highly an important service demands.

The circumstance of a tender being attached to each ship, establishes in a great measure the security and confidence necessary in the prosecution of this service (which would not be felt by one vessel alone), and admits of a partial separation for the season, to enable a more extended search being made.

When maturely considering the most probable route of the missing expedition in its return by way of Lancaster Sound, or of any of the crews that might have left their vessels, it appears that they would have attempted to reach Pond's Bay either during the late autumn of last year, or the earliest moment this spring, with the hope of meeting the whalers in the present season.

Therefore the "Resolute" and her tender will proceed to Pond's Bay, and,

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if it can be done, communicate with the natives there; then, as circumstances admit, search along that shore on her way to Whaler Point.

The "Assistance" and her tender will commence the search at Cape Warrender, continuing it along the north shore to Wellington Strait, examine its shores and neighbourhood, and proceed as far up it as is practicable, and sufficient to fully satisfy that it has or has not been the course of the missing ships. As Mr. Penny, in his success, will traverse the northern part of this strait, there is good reason to hope that so very important a doubt will be set at rest.

Should any record be found of Sir John Franklin having proceeded in that direction, then it is to be made known to the "Resolute," by depositing a notice thereof at either Cape Riley or Cape Hotham, and the search proceeded with most vigorously, in which the "Resolute" will hasten to join at the earliest moment.

But in the event of no record being found there, and it is most desirable and important that the ships should meet, or at least communicate results of labours to this point, then the rendezvous to be between Capes Rennell, Hotham, and Riley, the "Resolute" standing to the northward from midnight to noon, and to the southward from noon to midnight, in the meridian of Cape Hotham.

But should the examination of Wellington Strait be speedily accomplished, without traces being found, and the "Resolute" not having reached the rendezvous, then, in order to save time, the "Assistance" will take up the search to Cape Walker, examining its neighbourhood thoroughly as far as is practicable; and failing to obtain any information there, or to meet the "Resolute," will then continue it on the north shore of the Parry Islands.

And with a view to have a fixed place where there is good reason to expect that vessels may reach, should the rendezvous on account of time fail for communication, then a full account of proceedings, with any change of plans called for from circumstances not anticipated here, must be deposited at the southern extremity of Griffith's Island.

In the event of the "Resolute" first reaching the rendezvous between Capes Rennell, Hotham, and Riley, then all endeavour will be made to prosecute to the entrance of Wellington Strait, touching at Cape Riley, and Cape Hotham, in order, according to circumstances; and failing to meet there with information of "Assistance," or traces of the missing expedition, will then proceed towards Capes Rennell and Walker; and not finding traces in that direction, will continue the search in the south-west, towards Melville Island, where it would be expected to take up winter quarters; but if, on the contrary, traces are found, then the object of reaching Melville Island would be abandoned, and winter quarters taken in the south-west, according to circumstances.

Should "Assistance," on reaching Cape Hotham, discover that "Resolute" had preceded her, and gone on without finding any traces, she will make the best of her way in the direction of Cape Walker; and failing to meet with "Resolute" in that neighbourhood, or any record, will without delay carry on the search along the north shore of the Parry Islands.

The "Resolute" failing to reach Melville Island to winter, will endeavour to communicate in early spring with Winter Harbour; and should assistance similarly fail, she must do the same, independently of other searching parties that may be dispatched, as it is most important that the results of the several examinations, made up to this period, should be communicated.

On every occasion of visiting the shore, a record must be deposited, comprising every necessary particular, taking as a guide my minute of the 3d instant, and being careful to note that a considerable supply of provisions and fuel is deposited at Whaler Point, on the western entrance of Prince Regent's Inlet.

With a view to attract the attention of any of the missing persons, care must be taken that during the periods of darkness, and when fogs prevail, periodical signals are made, rockets, blue lights, guns, muskets, maroons, drums, gongs, bells, and whistles being employed as most suitable, according to circumstances.

When in open water, a document is to be occasionally thrown overboard containing the necessary particulars, as detailed in the printed papers supplied.

The

The substance and spirit of their Lordships' orders, under which I am acting, must be the guide for any point not herein provided for, or whenever doubt arises, as they will govern all the operations of the "Resolute."

(signed) *Horatio T. Austin*, Captain,
and in charge of the Expedition.

To Captain Erasmus Ommaney, Her Majesty's
Ship "Assistance," and the Lieutenants
commanding Her Majesty's Screw Tenders,
"Pioneer" and "Intrepid."

No. 10.
Proceedings of the
Expedition under
the Orders of Capt.
H. T. Austin, C.B.

No. 10 (G).

COPY of a DESPATCH from Captain *Erasmus Ommaney*, of Her Majesty's Ship "Assistance," to the Secretary of the Admiralty.

Her Majesty's Ship "Assistance," off Lancaster Sound,
in Lat. 75 deg. 46 min. N., Long. 75 deg. 49 min. W.,

Sir,

17 August 1850.

1. I HAVE the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that Her Majesty's ship "Assistance" and her tender, Her Majesty's steam-vessel "Intrepid," have this day succeeded in effecting a passage across to the west water, and are now proceeding to Lancaster Sound, officers and crews all well, with fine clear weather, and open water as far as can be seen.

2. Agreeably with instructions received from Captain H. Austin, we parted company on the 15th, at 1 a.m., off Cape Dudley Diggs, as the ice was then sufficiently open to anticipate no further obstruction in effecting the north passage. He was anxious to proceed to Pond's Bay, and from thence take up the examination along the south shores of Lancaster Sound, leaving me to ascertain the truth of a report obtained from Esquimaux at Cape York respecting some ship or ships having been seen near Wolstenholme Island, after which to proceed to the north shores of Lancaster Sound and Wellington Channel.

On passing Cape York the 14th instant natives were seen. By the directions of Captain Austin, I landed and communicated with them, when we were informed that they had seen a ship in that neighbourhood in the spring, and that she was housed in. Upon this intelligence, I shipped one of the natives, who volunteered to join us as interpreter and guide.

4. On parting with Captain Austin, we proceeded towards Wolstenholme Island, where I left the ship, and proceeded in Her Majesty's steam-vessel "Intrepid" into Wolstenholme Sound, and by the guidance of the Esquimaux succeeded in finding a bay about 15 miles further in, and sheltered by a prominent headland. In three cairns erected here we found a document stating that the "North Star" had wintered in the bay, a copy of which I have the honour to transmit their Lordships.

5. Previous to reaching the spot where the "North Star" wintered, I examined the deserted Esquimaux settlement. At this spot we found evident traces of some ship having been in the neighbourhood, from empty preserved-meat canisters, and some clothes left near a pool of water marked with the name of a corporal belonging to the "North Star."

6. Having ascertained this satisfactory information, I returned to Wolstenholme Island, where a document was deposited recording our proceedings. At 6 a.m. of the 16th instant I rejoined the ship and proceeded in tow to the westward, and am happy to inform you that the passage across has been made without obstruction, towing through loose and straggling ice.

7. The expedition was beset in Melville Bay, surrounded by heavy and extensive floes of ice, from the 11th July to the 9th August 1850, when, after great exertion, a release was effected, and we succeeded in reaching Cape York, by continuing along the edge of the land ice, after which we have been favoured with plenty of water.

8. Captain Penny's expedition was in company during the most part of the time, while in Melville Bay, and up to the 14th instant, when we left him off Cape Dudley Diggs, "All well."

See Enclosure to
No. 10 (G.)

No. 10.
Proceedings of the
Expedition under
the Orders of Capt.
H. T. Austin, c. z.

9. In crossing Melville Bay, we fell in with Sir John Ross and Captain Forsyth's expeditions; these, Captain Austin has assisted, by towing them towards their destination; the latter proceeded with him, and the former has remained with us.

10. Having placed Sir John Ross in the fair way of reaching Lancaster Sound, with a fair wind and open water, his vessel has been cast off in this position; I shall therefore proceed with all despatch to the examination of the north shores of Lancaster Sound and Wellington Channel, according to Captain Austin's directions.

I have, &c.
(signed) *Erasmus Ommaney*, Captain,

Enclosure to No. 10 (G.)

Erasmus Ommaney, Captain, Her Majesty's Ship "Assistance,"
17 August 1850.

North Star Bay, Wolstenholme Sound,
(Latitude 76° 34' N.; Longitude 69° 30' W.)
15 April 1850.

THIS paper is placed here to certify that Her Majesty's ship "North Star" was beset at the east side of Melville Bay, on the 29th July last year, and gradually drifted from day to day, until, on the 26th September, we found ourselves abreast of Wolstenholme Island, when, perceiving the ice a little more loose, and the sound perfectly clear, we made all plain sail and pressed her through it, anchoring in the lower part of the sound that evening, and arrived in this bay on the 1st October, where she remained throughout the winter. It is my intention to leave as soon as the breaking up of the ice will permit, and prosecute my voyage in search of the Arctic ships.

(signed) *J. Saunders*,
Master and Commander.

Died on Board "North Star."

William Sharp, A. B., 1st November 1849.
William Brisley, B. M., 30th January 1850.
Richard Baker, A. B., 7th April 1850.
George Deverell, A. B., 17th May 1850.

This beacon was erected, and canister deposited, on the 3d July 1850.

— No. 11. —

No. 11.
Letter from Rear-
Admiral Tayler,
c. z., to Captain
Hamilton, R. N.

COPY of a LETTER from Rear-Admiral *Tayler*, c. z. to Captain *Hamilton*, R. N., Secretary of the Admiralty, proposing a combined Land and Water Expedition to examine all the Fiords in *Barrow Straits* and *Banks Land*.

14, Great George-street, Westminster,
4 January 1851.

Sir,

As everything connected with the Arctic regions and the Esquimaux must be interesting, however trifling, as links to connect the chain of information already obtained relative to Sir John Franklin and his brave crew, I send you, for the information of my Lords Commissioners of the Admiralty, a few remarks made in North Greenland by my son, who sailed from Copenhagen the 8th May 1850, in the schooner "Fortuna," to examine the mineral productions of Greenland, where they arrived the 12th June.

He returned to London the 27th October, with the Danish Governor of Greenland, Captain Holbolt, R. D. N. The first place my son visited was Skinderwalden, where the schooner was detained three weeks, by contrary wind, in a small harbour called Dutchman's Harbour; from thence they proceeded to Omenak, in latitude 70 deg. 40 min. N. Off this fiord Captain Ross's squadron

was

was seen, after leaving Holstenburg, by the Danish schooner the "Lucinde." The Island of Omenak, upon which is the Danish settlement, is about 50 miles up the fiord of Omenak, and whilst the "Fortuna" was lying at anchor, about a cable's length from the rocks, in 65 fathoms water, a gale sprung up, and in the course of 12 hours numerous large icebergs drifted towards the schooner, which would have crushed her had they not grounded ahead of her; had they been smaller ones, and not grounded, the schooner could not have escaped being driven against the rocks; but when the wind shifted the icebergs drifted out of the little bay in which she was anchored. When they left the harbour at Skinderwalden, the schooner was towed out by a large seal-skin boat, rowed by 12 women, double banked, and steered by a man with a paddle; these boats will pull eight or ten miles per hour, and perform a voyage of 40 or 50 miles per day. They can carry sail off the wind, but the boats are too light to sail on a wind, as they only draw about three or four inches, with 12 women and two men. The size of these boats is about 24 feet length, four feet breadth, and from two feet and half to three feet depth; the Esquimaux call them "umiak." They have also the "kaiak," a boat for one man, in which he can paddle at the rate of 10 miles per hour, and perform with ease a distance of 60 miles per day, continuing it for a week if necessary.

The Esquimaux of Greenland are very peaceable; they have no implements of war, and never fight. My son has frequently travelled miles along the coast with several Esquimaux, and does not believe they would be guilty of any treachery. It is the opinion that Adam Beck's tale is a fabrication, to enable him to return home, as he would not like to reside in a vessel deprived of his accustomed food. The Esquimaux are very averse to performing work different from their usual occupation; they could not be prevailed upon to carry black lead two miles to the beach, although provided with seal flesh, and well fed and paid; but they would not hesitate going in their boats 100 miles with messages, or letters, &c.

That the Esquimaux is capable of inventing a plausible tale to suit his own purposes they had many proofs of. On one occasion they made an extempore song, on a fat and lean Danish sailor; and Adam Beck, having seen the Danish Governor and the officers of our ships with epaulettes, would not have been at a loss to concoct his ingenious tale.

Had the crews of the "Erebus" and "Terror" landed without ammunition, as he states, and found no means of subsistence, they would in all probability (as they had provisions) have proceeded in their boats up one of the numerous fiords abounding along the coast, in search of seal and fish, leaving marks which would not have been disturbed by the natives. That boats did land is certain, and a sudden gale or ice drifting in, might have caused them to leave with such precipitation as not to observe the two shirts and nails, which were therefore left behind; the piece of hawser, about 14 inches long, might have been cut to make fenders for the boats or oakum; these things might have been concealed by snow from the Esquimaux, if any of them had visited the tents, and when uncovered by the sun, were first seen by our people. Stone boundaries for tents may be seen in many places along the coast of Greenland, some of them appearing 20 or 30 years old; these places are the summer residences of the Esquimaux, and they generally build a small one close by for the purpose of cooking; it is possible our people may have found these stones ready placed, and pitched their tents upon the spot; but my son states, that any one acquainted with such constructions could tell at sight if the stones were built up by the natives or Europeans unaccustomed to it. Our boats may have landed for many purposes; repairs, fresh water, or washing clothes, but that the natives destroyed them there is not the least foundation for the belief; if the men landed with muskets, provisions, tents, &c., why not with ammunition, which is always ready in the arm-chest? The tents of the Esquimaux are about 12 feet diameter, and several are frequently pitched together.

From the information I have received from my son, and his remarks in his diary, which is very interesting, as to the habits of the Esquimaux, the nature of the country, its resources in food, and mineral productions, and his description of the deep fiords running into the country, 200 miles in some places, I do not think it likely that the ships sent out will discover any traces of Sir John Franklin and his crew.

Had his vessels been wrecked and cast upon the shore opposite the large ice-

No. 11.
Letter from Rear-
Admiral Tayler,
C. B., to Captain
Hamilton, R. N.

No. 11.

Letter from Rear-
Admiral Taylor,
C. B., to Captain
Hamilton, R. N.

blinks which form the icebergs, the ships from them would, in coming in contact with a wreck, completely demolish it, but if any of the timbers had been drifted on shore, it would still remain, as trees are frequently found on shore in Greenland, which have perhaps drifted from America.

On one occasion a whaler was destroyed off Spitsbergen; the men took to the boats, one of which became fixed in the ice, and drifted with it from thence southward round Cape Farewell and up Davis' Straits to about 65 deg. north latitude, where the survivors were rescued; this is a proof of the set of the current from the north at Spitzbergen and east side of Greenland, and from the south up Davis' Straits and the west coast of Greenland, and round the head of Baffin's Bay. An Esquimaux in his kaiak was once driven over from Greenland across Davis' Straits to Cumberland Island, and, it is said, still lives there, the language being a dialect of the Esquimaux. The Greenlanders are very expert in throwing the harpoon with a throwing-stick, and frequently, when paddling in their kaiak, will bring down birds flying with their one-barb harpoon, which, besides the lance for killing seals, is the only weapon they use, bows and arrows being unknown to them. The seals are mostly found in the fiords, and to kill them must be approached with great caution; some of the Greenlanders place a piece of white calico in the nose of their boats, to represent a piece of ice. If the seal should dive within distance, he throws his harpoon under water, and seldom misses his aim, when, if the seal is large, he tows it to land; should the boat be upset, many of them have the power of recovering themselves with one stroke of the paddle; but, if he does not succeed the first time, he is lost, and then if he can disengage himself from his kaiak he lashes himself to it, that his body may drift on shore, having a great horror of being devoured by fish. They inter the bodies of their dead by sewing them up in sealskins, doubled up with their knees upon their breasts; they then lay the body upon a sheltered rock and pile stones over it. In one of these tombs, one of my son's party found an old cask, and a fish-hook and lance-head, both made of native copper; the hook was formed of a semicircle of copper, passed through a little shank of bone, and bound firmly to it by fibres of whalebone; it is supposed these things were at least 200 years old, for the body was completely decayed, and the Danes have had possession and supplied the Esquimaux with steel hooks, &c., since that time.

I do not think if the "Erebus" and "Terror" were wrecked upon the coast in Barrow Straits that the crews would travel into the interior, for it appears my son observed nothing but ice and snow stretching inland, from a mountain he ascended about 3,000 feet high; in fact the whole of the interior of Greenland is one vast glacier. In the summer the sea coast is free from snow and ice for a few miles inland, and where the fiords run into the land there is of course more of it uncovered, but the glacier can generally be seen from any of the higher mountains along the coast: these lofty mountains form a complete chain all along the coast from north to south. It is therefore probable that they would proceed in their boats up one of the deep fiords, which running so many miles into the country abound with seals, &c., and offers a more sheltered retreat. In one of these fiords, in Banks Land or Melville Land opposite, the icebergs might close them up for years, as icebergs that have been driven into the fiords have remained many years without melting.

Supposing the vessels could not find a passage past Banks Land, they probably pushed into one of these fiords to lay up for the winter, and became closed in by icebergs, which in 12 hours frequently drive in and surround a vessel; smaller pieces of ice would so fill in the spaces between as to preclude escape for several years. So situated, the vessels might be secure; and as they could provide fish and reindeer during the summer, there is no reason to believe they would perish from want of food, for they could, like the Esquimaux, provide sufficient in the summer to last the winter; and if we take into consideration the quantity of provisions on board the vessels, there is every hope of their existence, to prompt to further and effectual search. If the vessels reached the head of Barrow Straits, it is most likely that a passage would be sought on the side of Banks Land, being a more direct line for Behring Straits; and if one of the large fiords presented itself, no doubt the vessels would push up it, as their large and favourable appearance would encourage the idea of a passage; but when once entered, icebergs may prevent their coming out for years. It would require two summers to search the Greenland coast inside Barrow Straits and Banks Land; and as the ships sent into Barrow Straits could not visit all these

numerous

numerous fiords, which would require the assistance of natives and their light boats, and as no tidings can possibly reach England from the vessels sent out in search until it may be perhaps too late to undertake an effectual land expedition, and as Sir J. Ross might also be closed up, I would propose for the consideration of my Lords Commissioners of the Admiralty the following plan as a last resource, and which I have every reason to believe would prove successful in discovering their fate, and rescuing them if still in existence.

My son, from his knowledge of the country and the habits of the Esquimaux, and being acquainted with two respectable and steady young men, natives of Greenland, but of Danish parents, speaking correctly both the Danish and Esquimaux languages, and several confidential older men also acquainted with both languages, one of them speaking English, would, with the aid of some or all of these men, four Esquimaux, and some of our own people, undertake to conduct a land and water expedition combined, to examine all the fiords in Barrow Straits, from longitude about 80 deg. to 110 deg., and if no tidings were discovered, would examine Banks Land and all its fiords the following summer.

They would be provided with Esquimaux dogs and sledges, the Esquimaux would have their seal-skin boats, and there would be required a schooner and launch fitted as a steam-boat, to burn oil, and supplied with every requisite to accompany the land expedition along the coast and transport them across the creeks, &c.; they would also have portable boats for passing any water the launch could not reach; by this means all the coast and inlets would be examined, making signals, &c. at the bottom of every fiord.

Judging from his enterprise, health and bodily strength, and general knowledge, I am confident he would accomplish what he undertook to perform. He has frequently travelled with Esquimaux 20 miles per day along the coast in search of minerals, many specimens of which he brought to England, and presented some to the British Museum, and by request of Mr. Gray, secretary F.R.S., communicated with Dr. Barclay of the Hudson Bay Company. Whilst in Greenland he made an interesting geological discovery, an account of which he is about sending to the Royal Society.

An undertaking of the above description offers every chance of determining the fate of our brave countrymen, and would crown the laudable endeavours of the Admiralty with general approbation.

Captain W. A. B. Hamilton,
&c. &c. &c., Admiralty.

I have, &c.
(signed) J. N. Tayler,
Rear Admiral, C. B.

No. 11.
Letter from Rear-
Admiral Tayler,
C. B., to Captain
Hamilton, R. N.

— No. 12. —

COPY of a LETTER from Mr. W. P. Snow, late of the "Prince Albert" Discovery Vessel, to Captain W. A. B. Hamilton, R. N., Secretary of the Admiralty, proposing an Expedition, consisting of a small Vessel and suitable Boats, to proceed to *Lancaster Sound* and *Griffith's Island* early in 1851.

No. 12.
Letter from Mr.
W. P. Snow to
Captain Hamilton,
R. N.

8, Clifton Terrace, West Brompton,
9 January 1851.

Sir,

It is not with any presumptuous feeling that the accompanying notes and observations (part of them originally intended for private use) are worthy of especial notice, that I venture to forward them; but conceiving that there might possibly be some little fact in them that may be found useful, as connected with the missing expedition, and the gallant ships now engaged on the search, I beg the honour of your placing them before their Lordships at your convenience.

With regard to myself and the proposition I have made, I must observe that it has only been done because the plan I submit comes from myself, and consequently I should not hesitate to incur the danger and carry out the undertaking. I am sure I have no desire to put myself prominently forward when there are so many noble and brave men more deserving the honour; and although I should indeed feel proud of such a position as that I have named being conferred upon me, I can only express my sincere regret that I have no claim for it beyond the

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ardent zeal and devotion I possess in the cause itself; happy shall I be if my services can be effectually employed in that cause again.

I beg to remark that a communication of mine to Lady Franklin (hastily written) appeared in the Parliamentary Papers on Arctic subjects for 1850, and I mention it to show that I have for some time past given this subject my attentive study.

As my time and attention will soon have to be called to matters far different, and connected with my livelihood, should I not be engaged in Arctic service, may I solicit the honour of your informing me of any reply their Lordships may consider fit to make to my communication?

I beg to take this opportunity of returning my thanks to their Lordships and to yourself for the communications I received on the 29th ultimo and 31st ultimo respecting my account of the "Prince Albert's" voyage.

I have, &c.
(signed) W. P. Snow.

Enclosure to No. 12.

In again turning my attention to the subject of the Franklin Expedition, and carefully perusing the various letters and documents lately added to those previously gathered, I have been forcibly struck with one circumstance in connexion with the ships now employed on the search, and which may at all events be worth mentioning.

It is to be found in the following: in attentively reading over Captain Austin's official instructions to Captain Ommaney, Lieutenant-Commanders Osborn and Cator, I find in the sixth paragraph these words:

"The 'Assistance' and her tender will commence the search at Cape Warrender, continuing it along the north shore to Wellington Strait, examine its shores and neighbourhood, and proceed as far up it as is practicable and sufficient to fully satisfy that it has or has not been the course of the missing ships."

Here, then, is a positive order for Captain Ommaney, before going elsewhere, to fully satisfy himself that Wellington Strait "has or has not been the course of the missing ships."

In Captain Ommaney's own words we find that upon searching Cape Riley he immediately determines to visit Cape Hotham and Cape Walker, instead of proceeding "as far up Wellington Strait as is practicable;" therefore there appears to me a strong inference that that gallant officer was "fully satisfied" that Wellington Strait had not been "the course of the missing ships." For that it was "practicable" to go further up Wellington Strait is evidenced by the fact of the "Rescue" being as high up as midway between Point Innes and Cape Bowden; yet Captain Ommaney, by his own words, and from what I last saw of him as I gazed from the "Crow's-nest," was evidently pushing hard on for Capes Hotham and Walker.

But it may be said, upon what grounds could Captain Ommaney be "fully satisfied?" The mere fact of his finding certain "traces of encampments and remains of materials" on Cape Riley, without any positive notice or memorial left of the missing expedition, would not be sufficient to "fully satisfy" which way that expedition went; and yet it appears he was "fully satisfied."

In looking at this, I may observe that, though it appears no positive evidence in the shape of written notice was found by Captain Ommaney, yet certain attendant circumstances, more confirmatory than anything the "Prince Albert" found, might have clearly convinced him that the party who had visited Cape Riley had done so at the early period of an expedition, and that, if that party had been Sir John Franklin, as must be inferred, he had gone on in accordance with his instructions direct to Cape Walker. The "traces" and "remains" might have been such that no party but one newly arrived from England could have left, and certainly not what a disabled party would have had with them.

The 7th paragraph of Captain Austin's instructions is to the effect, that Captain Ommaney was to leave such notice for the "Resolute" as would enable her to follow up the search (in the event of aught being found) in whatever direction such traces would point out as most likely to be successful. What direction then does

does Captain Ommaney leave for the "Resolute?" Why, instead of proceeding up Wellington Channel as he had been directed, he tells Captain Austin he is going at once to Capes Hotham and Walker.

The 9th paragraph implies that Wellington Strait has first to be examined by the "Assistance," and then she was to proceed on to Cape Walker to search there.

In the following paragraph, Griffith's Island is named as the place for depositing a "full account of proceedings;" and to this island I think especial attention would be well directed; for there, I conceive, important information might be gleaned. It will be to all parties up there a sort of central depôt for notices and information. Its position is prominently midway between Cape Walker and Wellington Strait, and consequently well suited as a medium of communication between the two, while it is accessible, on emergency, by boat from either, and could be reached from Melville Island. I imagine, therefore, that "the southern extremity of Griffith's Island," as mentioned by Captain Austin, will be the main point whence information of all the Arctic ships can be best gleaned. To it would Captain Ommaney proceed, and there leave "that full account of proceedings" and "change of plans" he was instructed to do by Captain Austin; and to it also would each of the discovery ships proceed, if possible; all being acquainted with Captain Austin's plans.

Before I conclude the remarks I have here ventured to make, I must again revert to Cape Riley, and call attention to Captain Ommaney's visit there. I believe it is generally supposed that that visit was not of very long duration, but such supposition, if ever formed, would be rather incorrect; I mean as to its being anything short of hours. For, examine the words of his notice, and it will be found, what struck me at the time I was transcribing it, and has always since, viz., that he probably spent the greater part of a day there. Let us look at this closely.

On Wednesday, August 21, at 6 a. m., the "Assistance" spoke the "Prince Albert" off Port Leopold, and then stood away for Cape Hurd with the wind north-easterly. The following day was calm and light airs, and I conclude, therefore, that she was off Cape Riley on the afternoon of the 22d. At Cape Riley the "Intrepid" was no doubt waiting for her, having been, as I should suppose, ordered to proceed thither while Captain Ommaney run over from Maxwell Bay on the night of the 20th to Port Leopold. The "Intrepid" would thus have arrived at Cape Riley on the 21st, and while awaiting the "Assistance," have been employed in searching the places mentioned in Captain Ommaney's after notice. And a most efficient search, no doubt, was made during that one day, still further increased upon the arrival of Captain Ommaney. When the "Assistance" rejoined the "Intrepid" on the 22d p. m., I should imagine at least a score or two of men were sent on shore, everywhere in the neighbourhood of Cape Riley to minutely examine; continuing, that examination through the night of the 22d and morning of the 23d, when probably Captain Ommaney, accompanied by his officers, finally landed upon the point to inspect and take away all that had been found.

It is clear, by the notice, that some time must have been employed; for we find that he landed, and then returned on board to write the notice.

I am inclined to think, therefore, that at least 24 hours, if not more, was spent by Captain Ommaney and Lieutenant-commander Cator at Cape Riley; and that a most minute examination, bringing to light more facts than we ourselves are aware of, but which will be fully detailed at Griffith's Island, was made at Cape Riley and Beechey Island.

I would now observe, that with regard to any hopes for the ensuing summer, and the prospect of obtaining additional, and, Heaven grant, happy information, from the vessels now in the Arctic seas, there appears to me two very favourable chances.

These are by sending a ship through Lancaster Sound, always keeping her return passage open, and by a land journey down the Mackenzie.

To see what are the chances on these two routes, I will briefly run over the last known facts connected with the Arctic squadron, and glance at their probable position, say next June.

The last known facts were these:—The "Assistance" and "Intrepid" were near Cape Hotham, among ice, but with apparent leads in various directions, and with a month of the usual working season still before them.

No. 12.
Letter from Mr.
W. P. Snow to
Captain Hamilton,
R. N.

Captain Ommaney was on his way to Capes Hotham and Walker, and evidently following up that part of Captain Austin's instructions to him, referring to this. He had the knowledge of everything that is as yet known concerning the Franklin Expedition. He knew where Penny was, and where at least one of the Americans (the "Rescue") was; and he was aware that Captain Austin would soon be following upon his heels. He would probably (unless something very important was found at Cape Hotham to alter such intention) leave his full particulars on Griffith's Island, about the end of August.

Captain Austin was last heard of as having gone to Pond's Bay on the 17th of August, where it is possible he may have gained some intelligence from those natives whose forsaken encampment I noticed when examining there. He, in all probability, was up at Port Leopold on the 24th, and on his way with the "Pioneer," towards Cape Riley, on the night of the 25th, passing us in the thick weather. He would at once make for Cape Hotham, and follow up the "Assistance," getting to Griffith's Island very likely about the same time, or soon after.

Mr. Penny was well in Wellington Channel, midway; he knew where the other vessels were, had spoken the "North Star," and, no doubt, from his proximity to the "Assistance," had communicated with and received intelligence from Captain Ommaney; but, while any uncertainty of Sir John Franklin's after-course existed, was pursuing his instructions, and making for the north-west to examine.

The American, "Advance," was also acquainted with everything that is known. The "Rescue" was far up Wellington Channel on its eastern side, making (as Captain de Haven told me) northerly for the western regions, and he himself southerly; both rejoining, as I believe, in the neighbourhood of Griffith's Island, where an examination would be made. The northerly and the southerly I speak of is, as I understood from him, the northern and the southern sides of the main channel leading to Melville Island.

Thus the "Rescue" would examine Wellington Channel as far as necessary, and then proceed, as in Captain de Haven's notice, to Cape Hotham; and thence, by Griffith's Island, Byam Martin Island, &c.; while the "Advance" stood along by Cape Walker, and to the westward, uniting with her consort again in the neighbourhood of Banks Land.

Sir John Ross was last off Admiralty Inlet, standing over to the northward, with the intention (as I cannot help suspecting) of examining some of the more northerly parts at the head of and around Baffin's Bay.

The probable position of the Arctic squadron I would venture to suggest may be as follows:—

1. Captain Austin, in the "Resolute" and "Pioneer" say, somewhere west-south-westerly, between Cape Walker and Banks Land, probably near the latter.

2. Captain Ommaney, in the "Assistance" and "Intrepid," say, Winter Harbour, Melville Island.

3. Mr. Penny, perhaps in unknown parts, north of or about Bathurst Island.

4. The Americans, without wintering in a harbour, about Banks Land, either east or west.

5. Sir John Ross, either through Jones' or Smith's Sound.

Parties thrown out to examine in the spring, say—

From Captain Austin,

1. To communicate with or see if "Assistance" at Winter Harbour.
2. To go due south from winter position.
3. To go from Banks Land, probably under Lieutenant Osborn, according to his plan.

From Captain Ommaney,

1. To communicate with "Resolute."
2. To examine northerly, and around Melville Island.
3. To proceed south-westerly from Melville Island.

From

See his letter to
Mr. Barclay,
the Secretary of
the Admiralty,
No. 9 (B).

Vide his instructions to Captain
Ommaney.

From Mr. Penny,

1. To proceed westerly, and communicate with Melville Island.
2. To search northerly, and around his winter position.

No. 12.
Letter from Mr.
W. P. Snow to
Captain Hamilton,
R. N.

The Americans, if unable to move in their ships, making a determined push, by two parties, for the Coppermine and Mackenzie.

In June, then, I may venture to surmise there will be four parties during spring examining, in a southerly and south-westerly direction, from the parallel of 74 degrees, and the neighbourhood of Banks Land, or thence to Cape Walker.

Thus much, then, for the westerly portion of the Arctic regions at present discovered.

For the eastern, four prominent places may be said to hold information: Port Leopold (possibly), Cape Riley (for "Resolute's" proceedings), Cape Hotham, and Griffith's Island; the last two more important than the others, and the latter of the two more important than all.

With regard to the route by the Mackenzie, it is probable that the parties thrown out from the ships in spring would either be still searching in June, or have left marks of their progress. Any new party then arriving from England by that month, would no doubt effect a communication or gather tidings. The question, however, is, could a party reach the Arctic sea by June? To this I can give no answer from any personal experience; but upon referring to Lieutenant Osborn's plan, it seems probable that it might be done.

*Vide Arctic Re-
turns, No. 107,
Sess. 1850, p. 131.*

Sir John Richardson left England March 25th, and by the 13th of September had reached Fort Confidence, after having gone down the Mackenzie and examined the coast round Cape Bathurst to the Coppermine. If a party left England two months earlier, according to Lieutenant Osborn's plan, would it be possible to reach the Arctic sea in June? This question involves another: can a party travel in Northern America during any of the winter months?

I find in reference to this, that Sir John Franklin, in his first land journey, left Cumberland House on the 18th of January, and arrived at Fort Chippewyan on the 26th of March; also, in the year 1836, Mr. Thomas Simpson left Fort Garry in December, and in 46 days arrived at Fort Chippewyan.

This proves that a party could travel during the early part of the year; and supposing they left England on the 1st of February, the following route and dates might probably be accomplished: New York, February 15th; Buffalo, February 23d; Goderich, February 24th; Sault Ste. Marie, March 1st; Fort William, March 10th; Fort Garry, March 24th; Fort Chippewyan, April 24th; Slave River (last portage), May 17th; Arctic sea, June 10th.

The party would then have July, August, and September to work in.

As respects a communication *via* Lancaster Sound, I cannot help thinking it might be effected.

It strikes me, therefore, with all submission to the opinion of those whose experience and long attention to the subject better enable them to judge, that if a small vessel of from 40 to 50 tons, schooner rigged, and equipped for a boat expedition, were to go out very early in the year from home, to take advantage of every opening that occurs in the ice, she would be able to reach Lancaster Sound at the commencement of the summer. And supposing the worst to be taken into consideration, and allowing the sound to be at that time impassable for ships, at once dispatch her boats to Griffith's Island, following up herself as the ice permitted, in a similar manner to Commander Pullen's party.

A few facts, permit me here, to glance at.

The size of the vessel is no smaller than some of those employed by the old voyagers of the 16th and 17th centuries, if the tonnage then and now is the same. Baffin's little ship, it is well known, was only 55 tons, and he reached open water in lat. 75 deg. 40 min. on the 1st of July.

No. 12.
Letter from Mr.
W. P. Snow to
Captain Hamilton,
R. N.

In 1849, according to Dr. Scoresby, the "St. Andrew" whaler got into the west water on the 12th June, and Captain Penny, in 1838, on the 13th June. And in his "Franklin Expedition," page 56, the same authority observes, that "the northern and north-western parts of Baffin's Bay, with a considerable space within Lancaster Sound, may at the same time (termination of the spring of the year) be clear of ice."

Again, a little craft of the kind and size I have named would be in no more danger than one 30 or 40 tons larger, and she would have the advantage that the "Prince Albert" possessed, of being enabled to run between any grounded bergs and the shore when examining, and also of making more rapid way through the ice, by taking every opportunity afforded by the smaller openings.

The expense of such a vessel would not be much. If she were lost, the loss would be of little importance.

The object sought to be obtained could be effected by her as well as by a larger vessel, if intelligence from the Arctic squadron or their outposts be all that is desired.

That such intelligence may be obtained this summer is, I venture to suggest, extremely possible, if considered necessary.

That any intelligence from or of them is important is evident; for who can tell whether those ships themselves may not get so blocked in that they cannot well get out? And how great, in such case, would be the value of our knowing what they have done and where they are. Who can say that they may not now have got fast hold of the end of that chain, the beginning of which was found at Cape Riley? It is, therefore, with great respect that I venture to submit the plan I have here mentioned. The details of that plan I shall feel much pleasure in forwarding, if called upon; but I may observe that my calculation makes 1,200 *l.* sufficient for the outlay (wages excepted). The purchase of the vessel, strengthening, stores, and provisions included.

Her crew to consist of one master, two mates, and six seamen; the master and four of the men forming the boat party on arrival at Lancaster Sound, or where else the ice stops the vessel in that part of the exploring ground.

Two whale boats, one of them a gutta percha, to accompany her; a cradle for the boat when on the ice, as a substitute for a sledge; a knapsack for each of the party; a staff, like a Swiss Alpine stock; and a board six or seven feet long, strong, but not heavy, to form part of the boat equipment. The staff is to hold horizontally when walking over the ice, thus proving a means of safety should any one using it fall through a narrow crack. The board is for the purpose of acting as a bridge, when coming to any opening in the ice, or rugged pieces that cannot be well leaped over; it should be like a knife-board, with a locker at one end, and lined at that end with gutta percha underneath; a moveable spike should also be affixed at each end, so that it might remain firm when acting as the bridge; lanyards to be attached to the extremities. In travelling on the ice, this board could be dragged along very easily and without encumbering any one, by passing the lashing loosely round a man's shoulders.

In conclusion, I have only to observe, that should I be considered worthy of such honour I willingly offer my humble services in assisting to carry out either of the plans I have named, by taking an active part therein. Were I permitted to take charge of a little vessel, such as I have described, I can only say that unceasing labour and perseverance, with due attention to any commands I might receive, would be devoted by me to the furtherance of the object in which I should be engaged. It is not for any man to say that success will crown his exertions, but I would do all that it is possible for man to do to achieve that success; and should hope to prove that I was not undeserving of the honour and confidence bestowed upon me.

I have, &c.

Captain W. A. B. Hamilton, R. N.
Secretary of the Admiralty.

(signed) W. P. Snow.

— No. 13. —

COPY of a MEMORANDUM left by Sir *John Richardson*, M.D., C.B., with Captain
Hamilton, R.N., Secretary of the Admiralty.

No. 13.
 Memorandum left
 by Sir J. Richard-
 son, M.D., C.B., with
 Captain Hamilton,
 R.N.

Admiralty, February 1851.

THE rumour current of a party of white people being in the interior and cut off from the Russians by a hostile tribe, I consider to be altogether a fabrication. The Russians have all the tribes in the north-west corner of the Continent in subjection, and had so 15 years ago, before their posts were extended so far north and east as they are now, when they came very near the Hudson's Bay Company's posts.

(signed) J. R.

ARCTIC EXPEDITIONS.

**COPIES OF EXTRACTS OF CORRESPONDENCE ON
PROCEEDINGS OF THE BOARD OF ADMIRALTY;
OF INSTRUCTIONS TO OFFICERS IN HER
MAJESTY'S SERVICE; AND OF CORRESPONDENCE,
&c., FROM THE UNITED STATES, RELATIVE TO
THE ARCTIC EXPEDITIONS.**

(Sir Robert Harry Inglis.)

*Ordered, by The House of Commons, to be Printed,
7 March 1851.*

[Price 2 s.]

97.

Under 20 oz.

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 11 February 1851 ;—for,

A RETURN “of all ADMIRALS, VICE, REAR, and RETIRED ADMIRALS, RETIRED CAPTAINS, CAPTAINS, COMMANDERS, and LIEUTENANTS in the ROYAL NAVY, Promoted on and since the 1st day of January 1848; distinguishing those Promoted on Full Pay from those on Half Pay at the time of their Promotion, stating the Date of Entry of each Officer into the Navy, and the Dates of the several COMMISSIONS successively attained; also, the Period which each Officer had served in each Commission, and the Period on Half Pay in each Commission, and the Aggregate Time of Full Pay and of Half Pay of each Officer, to the 1st day of January 1850:”

“ABSTRACT RETURN of the Total Number of PROMOTIONS in the ROYAL NAVY, since the 15th day of May 1847, from the Rank of MIDSHIPMAN to that of ADMIRAL, inclusive; stating the Number of each Rank Promoted, in each Year, and distinguishing the Number of each Rank Promoted, when Employed and Afloat, from those on Half Pay, and also from those on the Coast Guard Service in each Year:”

“RETURNS of the Number of SEA OFFICERS on the 1st day of January in each of the Years 1828 and 1850; and also, the Total Estimated Amount per Annum for the Sea Pay of those Employed, and for the Half Pay of those Unemployed, at each of those Periods; stating also, the Number of each Rank Employed and Unemployed at each of those Periods, and the Total Number of each Class:”

“And, showing the Total Number of OFFICERS in the ROYAL NAVY on the 1st day of January in each of the Years 1828 and 1850, distinguishing the Number of each Rank, from Admiral to Lieutenant, inclusive, on Half Pay and in Commission; also distinguishing the Number of Officers and their Ranks, in the Coast Guard Service in each of those Years—(*In continuation of Parliamentary Paper, No. 725, of Session 1848*).”

Admiralty, }
14 February 1851. }

J. H. HAY,
Chief Clerk.

(Mr. Hume.)

Ordered, by The House of Commons, to be Printed,
17 February 1851.

A RETURN of all ADMIRALS, VICE, REAR, and RETIRED ADMIRALS, RETIRED CAPTAINS, CAPTAINS, COMMANDERS, and LIEUTENANTS, Promoted on Full Pay from those on Half Pay at the time of their Promotion; stating the Date of entry of each Officer had served in each Commission, and the Period on Half Pay in each Commission, and the Aggregate

ADMIRALS. - - - - -

| N A M E. | Date of Entry into the Navy. | Date of Commission as | | | |
|--|------------------------------|-----------------------|---------------|---------------|---------------|
| | | Lieutenant. | Commander. | Captain. | Rear-Admiral. |
| Sir Thos. Byam Martin, G.C.B. (Admiral of the Fleet, 30 Oct. 1849.) | 3 June 1782 | 22 Oct. 1790 | - - - | 5 Nov. 1793 | 1 Aug. 1811 |
| Sir Charles Adam, K.C.B. - | 5 Dec. 1790 | 8 Feb. 1798 | 16 May 1798 | 12 June 1799 | 27 May 1821 |
| Sir A. Drummond, Knt., K.C.H. | 22 May 1780 | 17 Aug. 1795 | 29 May 1798 | 30 Oct. 1799 | 22 July 1821 |
| Sir Thomas Livingstone, Bart. | 17 Sept. 1782 | 22 Nov. 1790 | 26 Dec. 1796 | 13 Jan. 1800 | 22 July 1821 |
| Sir Francis Wm. Austen, K.C.B. | 15 April 1786 | 28 Dec. 1792 | 3 Feb. 1799 | 18 May 1800 | 22 July 1821 |
| Sir John A. Ommanney, K.C.B. | 11 June 1780 | 20 May 1793 | 6 Dec. 1796 | 16 Oct. 1800 | 22 July 1821 |
| Zachary Mudge - - - | 1 Nov. 1780 | 24 May 1789 | 24 Nov. 1797 | 15 Nov. 1800 | 22 July 1821 |
| Alexander Wilmot Schomberg | 13 Mar. 1785 | 26 July 1793 | 2 April 1798 | 1 Jan. 1801 | 22 July 1821 |
| Sir Edw. Durnford King, K.C.H. | 6 May 1786 | 5 Sept. 1794 | 23 June 1796 | 8 Jan. 1801 | 22 July 1821 |
| Sir George Mundy, K.C.B. - | 1 Oct. 1789 | 11 Mar. 1796 | 14 Dec. 1798 | 10 Feb. 1801 | 22 July 1821 |
| Hon. Fred. Wm. Aylmer, C.B. | 8 Dec. 1790 | 17 Dec. 1796 | 7 Jan. 1802 | 18 May 1805 | 10 Jan. 1827 |
| Richard Thomas - - - | 5 May 1790 | 15 Jan. 1797 | 18 Jan. 1803 | 22 Oct. 1805 | 10 Jan. 1827 |
| James Richard Daores - | 4 April 1793 | 15 Nov. 1804 | 5 July 1805 | 14 Jan. 1806 | 28 June 1829 |
| John Surman Carden - - | 28 May 1788 | 24 July 1794 | 23 Oct. 1798 | 22 Jan. 1806 | 17 Aug. 1829 |
| John Sykes - - - | 23 Dec. 1783 | 6 Nov. 1795 | 18 June 1800 | 22 Jan. 1806 | 28 June 1829 |
| John Impey - - - | 28 April 1785 | 7 Nov. 1793 | 15 Jan. 1802 | 22 Jan. 1806 | 17 Aug. 1829 |
| Henry Manaton Ommanney - | 9 July 1787 | 10 April 1794 | 29 April 1802 | 22 Jan. 1806 | 17 Aug. 1829 |
| Archibald Duff - - - | 28 June 1788 | 8 Dec. 1794 | 29 April 1802 | 22 Jan. 1806 | 17 Aug. 1829 |
| Hon. Donald Hugh Mackay | 5 Jan. 1792 | 27 Mar. 1798 | 29 April 1802 | 22 Jan. 1806 | 28 June 1829 |
| Sir Francis Mason, K.C.B. - | 12 May 1793 | 8 July 1799 | 29 April 1802 | 22 Jan. 1806 | 28 June 1829 |
| Thomas Brown - - - | 7 Mar. 1782 | 24 Oct. 1794 | 8 Oct. 1802 | 22 Jan. 1806 | 28 June 1829 |
| Sir Lucius Curtis, Bart., C. B. | 2 June 1795 | 11 Aug. 1801 | 16 Nov. 1804 | 22 Jan. 1806 | 28 June 1829 |
| Sir John Louis, Bart. - - | 5 Sept. 1795 | 21 April 1801 | 28 Feb. 1805 | 22 Jan. 1806 | 28 June 1829 |
| Brian Hodgson - - - | 8 Dec. 1794 | 11 Dec. 1799 | 8 April 1805 | 22 Jan. 1806 | 28 June 1829 |
| Sir Josiah Coghill Coghill | 5 April 1792 | 24 Mar. 1800 | 7 May 1802 | 1 Feb. 1806 | 23 Nov. 1841 |
| John Ayscough - - - | 12 May 1788 | 6 Nov. 1793 | 12 May 1797 | 18 April 1806 | 23 Nov. 1841 |

| Period on Full Pay as | | | Period on Half Pay as | | |
|------------------------|----------------------|----------------------|------------------------|----------------------|------------------------|
| Rear-Admiral. | Vice-Admiral. | Admiral. | Lieutenant. | Commander. | Captain. |
| Y. M. W. D. 3 5 2 1 | Y. M. W. D. - - - | Y. M. W. D. - - - | Y. M. W. D. 0 4 3 1 | Y. M. W. D. - - - | Y. M. W. D. 5 1 0 2 |
| - - - | 3 10 0 6 | - - - | - - - | 0 1 0 2 | 6 1 2 6 |
| - - - | - - - | - - - | 0 3 3 5 | - - - | 24 5 3 0 |
| - - - | - - - | - - - | 1 10 3 2 | 0 11 0 5 | 20 10 2 1 |
| - - - | 3 4 3 3 | - - - | 1 5 3 5 | 0 0 2 5 | 19 11 1 3 |
| 4 1 1 3 | 0 1 0 4 | - - - | 0 1 1 0 | 1 1 2 2 | 24 6 3 3 |
| - - - | - - - | - - - | 1 8 0 6 | 0 12 3 0 | 19 12 1 5 |
| - - - | - - - | - - - | 1 1 3 1 | - - - | 20 5 2 3 |
| 1 4 0 5 | 4 0 3 5 | - - - | 0 4 0 3 | 1 12 3 5 | 21 11 1 0 |
| - - - | - - - | - - - | 0 3 1 3 | 0 5 1 4 | 14 1 1 0 |
| - - - | - - - | - - - | 0 10 0 0 | 0 9 3 4 | 28 10 3 3 |
| 3 11 1 1 | - - - | - - - | 0 0 2 2 | 0 6 2 2 | 27 5 2 1 |
| 2 7 3 1 | 0 11 1 0 | - - - | 0 0 0 1 | 0 0 2 6 | 21 9 0 1 |
| - - - | - - - | - - - | 0 0 0 3 | 2 5 3 0 | 30 10 3 5 |
| - - - | - - - | - - - | 0 1 1 5 | 2 11 3 1 | 26 11 3 1 |
| - - - | - - - | - - - | 0 2 1 1 | 1 1 0 2 | 34 2 0 6 |
| - - - | - - - | - - - | 0 7 1 0 | 1 0 2 6 | 33 1 2 6 |
| - - - | - - - | - - - | 0 2 1 3 | 1 10 0 5 | 32 1 3 4 |
| 1 4 0 0 | 0 1 0 6 | - - - | 0 6 3 2 | 2 0 0 3 | 24 3 1 6 |
| 1 9 3 2 | - - - | - - - | 0 1 1 4 | 1 8 2 6 | 22 4 2 6 |
| - - - | - - - | - - - | 0 1 1 4 | 0 5 3 6 | 16 3 0 3 |
| 5 3 0 2 | - - - | - - - | 0 11 2 3 | 0 5 3 5 | 28 1 1 4 |
| 7 9 2 6 | 0 3 0 0 | - - - | 0 4 1 2 | 0 1 1 2 | 17 12 1 6 |
| - - - | - - - | - - - | 0 7 1 3 | 0 2 3 2 | 23 3 3 2 |
| - - - | - - - | - - - | 0 2 1 0 | 0 0 0 6 | 32 0 2 4 |
| - - - | - - - | - - - | 0 0 0 3 | 3 2 2 6 | 30 3 2 4 |

and LIEUTENANTS in the ROYAL NAVY, Promoted on and since the 1st day of January 1848; distinguishing those Officer into the Navy, and the Dates of the several Commissions successively attained; also, the Period which each Time of Full and of Half Pay of each Officer, to the 1st day of January 1850.

- A D M I R A L S.

| Date of Commission as | | Whether on Full or Half Pay when Promoted. | Period on Full Pay as | | | | | | | | | | | |
|-----------------------|---------------|--|-----------------------|----|----|----|------------|----|----|----|----------|----|----|----|
| Vice-Admiral. | Admiral. | | Lieutenant. | | | | Commander. | | | | Captain. | | | |
| | | | Y. | M. | W. | D. | Y. | M. | W. | D. | Y. | M. | W. | D. |
| 12 August 1819 | 22 July 1830 | Half pay - | 2 | 2 | 3 | 3 | 0 | 5 | 3 | 5 | 12 | 10 | 1 | 1 |
| 10 Jan. 1837 | 8 Jan. 1848 | ditto - | 1 | 2 | 0 | 5 | 1 | 4 | 3 | 2 | 19 | 6 | 0 | 1 |
| 10 Jan. 1837 | 20 March 1848 | ditto - | 2 | 6 | 1 | 1 | 1 | 5 | 2 | 1 | 6 | 3 | 2 | 4 |
| 28 June 1838 | 1 June 1848 | ditto - | 3 | 11 | 3 | 3 | 2 | 7 | 0 | 6 | 9 | 9 | 0 | 1 |
| 28 June 1838 | 1 August 1848 | ditto - | 4 | 8 | 2 | 2 | 1 | 8 | 1 | 5 | 9 | 11 | 1 | 5 |
| 23 Nov. 1841 | 4 May 1849 | ditto - | 3 | 5 | 3 | 4 | 2 | 9 | 0 | 6 | 5 | 3 | 2 | 1 |
| 23 Nov. 1841 | 15 Sept. 1849 | ditto - | 6 | 11 | 1 | 3 | 2 | 0 | 0 | 5 | 9 | 9 | 1 | 0 |
| 23 Nov. 1841 | 9 Oct. 1849 | ditto - | 3 | 10 | 2 | 3 | 2 | 9 | 3 | 6 | 9 | 1 | 1 | 4 |
| 23 Nov. 1841 | 30 Oct. 1849 | ditto - | 1 | 6 | 1 | 1 | 2 | 3 | 2 | 1 | 7 | 12 | 1 | 3 |
| 23 Nov. 1841 | 24 Dec. 1849 | ditto - | 2 | 8 | 0 | 3 | 1 | 10 | 0 | 6 | 15 | 5 | 3 | 1 |
| 3 Jan. 1848 | - | ditto - | 4 | 3 | 3 | 0 | 2 | 8 | 0 | 5 | 6 | 5 | 0 | 0 |
| 8 Jan. 1848 | - | ditto - | 6 | 4 | 2 | 2 | 1 | 11 | 1 | 1 | 7 | 4 | 2 | 5 |
| 20 March 1848 | - | Full pay - | 0 | 8 | 1 | 0 | 0 | 8 | 3 | 5 | 10 | 7 | 0 | 3 |
| 3 March 1848 | - | Half pay - | 4 | 3 | 1 | 3 | 4 | 12 | 2 | 1 | 3 | 7 | 0 | 6 |
| 1 June 1848 | - | ditto - | 4 | 6 | 2 | 2 | 2 | 11 | 2 | 5 | 5 | 4 | 0 | 4 |
| 1 August 1848 | - | ditto - | 7 | 10 | 1 | 1 | 3 | 2 | 3 | 2 | 0 | 4 | 2 | 0 |
| 24 Jan. 1849 | - | ditto - | 7 | 6 | 1 | 5 | 1 | 11 | 0 | 5 | 2 | 3 | 1 | 3 |
| 8 March 1849 | - | ditto - | 6 | 7 | 1 | 4 | 2 | 7 | 2 | 6 | 2 | 5 | 2 | 0 |
| 4 May 1849 | - | Full pay - | 3 | 7 | 1 | 3 | 1 | 12 | 1 | 2 | 7 | 12 | 1 | 1 |
| 9 May 1849 | - | Half pay - | 2 | 9 | 0 | 4 | 2 | 6 | 2 | 4 | 9 | 8 | 0 | 3 |
| 8 June 1849 | - | ditto - | 7 | 11 | 0 | 2 | 3 | 2 | 1 | 6 | 15 | 10 | 3 | 3 |
| 15 Sept. 1849 | - | ditto - | 2 | 3 | 0 | 6 | 1 | 1 | 1 | 2 | 4 | 1 | 0 | 0 |
| 9 Oct. 1849 | - | Full pay - | 3 | 6 | 3 | 3 | 1 | 2 | 0 | 0 | 14 | 1 | 2 | 0 |
| 18 Oct. 1849 | - | Half pay - | 4 | 9 | 3 | 3 | 0 | 7 | 3 | 1 | 9 | 1 | 3 | 0 |
| 30 Oct. 1849 | - | ditto - | 3 | 6 | 3 | 6 | 2 | 10 | 0 | 1 | 4 | 5 | 3 | 0 |
| 24 Dec. 1849 | - | ditto - | 3 | 8 | 3 | 4 | 5 | 4 | 3 | 0 | 5 | 6 | 2 | 3 |

| Period on Half Pay as | | | Aggregate Period | | NAME. |
|-----------------------|---------------|-------------|------------------|-------------|--|
| Rear-Admiral. | Vice-Admiral. | Admiral. | Full Pay. | Half Pay. | |
| Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | |
| 4 6 0 3 | 10 12 1 1 | 19 5 3 2 | 18 11 2 3 | 40 4 0 2 | Sir Thomas Byam Martin, G.C.B., (Admiral of the Fleet, 30 October 1849.) |
| 11 7 3 0 | 7 2 3 0 | 1 12 3 1 | 25 10 1 0 | 27 0 0 2 | Sir Charles Adam, K.C.B. |
| 6 6 0 4 | 11 2 1 6 | 1 10 1 0 | 10 2 1 6 | 44 2 2 1 | Sir A. Drummond, Knt., K.C.H. |
| 7 12 0 5 | 9 12 0 2 | 1 7 2 4 | 16 2 0 3 | 42 12 1 5 | Sir Thos. Livingstone, Bart. |
| 7 12 0 5 | 6 9 1 3 | 1 5 1 6 | 19 7 1 1 | 37 5 3 6 | Sir F. Wm. Austen, K.C.B. |
| 7 3 0 2 | 7 4 2 4 | 0 8 2 4 | 15 8 0 4 | 41 0 0 1 | Sir John A. Ommanney, K.C.B. |
| 11 4 1 5 | 7 10 2 2 | 0 3 3 3 | 18 7 3 1 | 42 0 1 0 | Zachary Mudge. |
| 11 4 1 5 | 7 11 1 5 | 0 3 0 0 | 15 8 3 6 | 41 0 1 0 | Alexander W. Schomberg. |
| 10 0 1 0 | 3 11 1 0 | 0 2 1 0 | 17 1 1 1 | 38 3 0 1 | Sir E. Darnford King, K.C.H. |
| 11 2 2 4 | 8 1 0 3 | 0 0 1 1 | 19 11 0 3 | 34 1 0 1 | Sir George Mundy, K.C.B. |
| 7 4 3 6 | 1 12 3 6 | - - - | 13 3 3 5 | 39 9 2 5 | Hon. Fred. Wm. Aylmer, C.B. |
| 3 6 3 3 | 1 12 3 1 | - - - | 19 5 3 2 | 33 6 1 2 | Richard Thomas. |
| 7 1 2 5 | 0 11 0 0 | - - - | 15 4 1 2 | 29 10 1 6 | James Richard Dacres. |
| 7 7 3 1 | 1 10 0 4 | - - - | 12 10 0 3 | 42 8 2 6 | John Surman Carden. |
| 9 12 0 2 | 1 7 2 4 | - - - | 12 9 1 4 | 41 5 2 6 | John Sykes. |
| 7 12 1 6 | 1 5 1 6 | - - - | 11 4 2 3 | 44 10 1 6 | John Impey. |
| 8 5 2 6 | 0 12 0 6 | - - - | 11 7 3 6 | 44 1 2 3 | Henry Manaton Ommanney. |
| 8 7 0 2 | 0 10 3 3 | - - - | 11 7 2 3 | 43 6 1 3 | Archibald Duff. |
| 9 7 0 2 | 0 7 1 5 | - - - | 14 11 0 5 | 36 11 3 4 | Hon. Donald Hugh Mackay. |
| 9 1 1 5 | 0 8 1 6 | - - - | 16 7 2 6 | 33 11 2 6 | Sir Francis Mason, K.C.B. |
| 10 12 1 3 | 0 7 1 4 | - - - | 26 11 1 4 | 28 4 0 6 | Thomas Brown. |
| 5 12 3 0 | 0 3 3 3 | - - - | 12 8 2 3 | 35 9 2 1 | Sir Lucius Curtis, Bart., C.B. |
| 3 6 3 6 | - - - | - - - | 26 10 0 2 | 21 12 0 2 | Sir John Louis, Bart. |
| 11 4 0 0 | 0 2 2 5 | - - - | 14 6 1 4 | 35 7 1 5 | Brian Hodgson. |
| 7 12 0 5 | 0 2 1 0 | - - - | 10 9 3 0 | 40 4 2 1 | Sir Josiah Coghill Coghill. |
| 8 1 0 3 | 0 0 1 1 | - - - | 14 7 1 0 | 41 7 3 3 | John Ayscough. |

REAR ADMIRALS. - - - - -

| NAME. | Date of Entry in the Navy. | DATE OF COMMISSION AS | | | | Whether on Full or Half Pay when Promoted. | PERIOD Lieutenant. |
|--|----------------------------------|-----------------------|---------------|---------------|---------------|--|-----------------------|
| | | Lieutenant. | Commander. | Captain. | Rear-Admiral. | | |
| Hon. Alexander Jones - - | 5 Dec. 1790 | 15 May 1800 | 22 Jan. 1806 | 1 Aug. 1811 | 3 Jan. 1848 | Half pay - | 7 0 1 |
| Peter John Douglas - - | 17 Jan. 1797 | 11 June 1804 | 17 Feb. 1807 | 26 Nov. 1811 | 7 Jan. 1848 | ditto - | 2 5 0 |
| Barrington Reynolds, c.s. - | 5 Sept. 1795 | 18 Sept. 1801 | 3 Oct. 1810 | 22 Jan. 1812 | 8 Jan. 1848 | ditto - | 7 10 2 |
| Hon. George Alfred Crofton - | 9 Apr. 1798 | 10 Oct. 1804 | 9 Feb. 1808 | 1 Feb. 1812 | 30 Jan. 1848 | ditto - | 2 5 0 |
| Villiers Francis Hatton - - | 3 Nov. 1798 | 31 Jan. 1806 | 19 June 1808 | 7 Feb. 1812 | 14 Feb. 1848 | ditto - | 3 3 1 |
| Charles Sotheby - - - | 5 Sept. 1795 | 25 Jan. 1802 | 2 Jan. 1810 | 23 Feb. 1812 | 20 Mar. 1848 | ditto - | 7 3 1 |
| Sir Augustus W. J. Clifford, Bart. c.s. | 1 May 1800 | 25 June 1806 | 12 Feb. 1811 | 23 July 1812 | 23 Mar. 1848 | ditto - | 4 8 2 |
| Sir Joshua Ricketts Rowley, Bt. | 1 Feb. 1802 | 9 April 1808 | 8 Aug. 1810 | 30 Sept. 1812 | 3 April 1848 | ditto - | 2 0 1 |
| Alexander Renton Sharpe, c.s. - | 22 May 1799 | 8 Dec. 1806 | 25 Mar. 1809 | 22 Jan. 1813 | 1 June 1848 | ditto - | 3 1 1 |
| Gordon Thomas Falcon - - | 5 April 1794 | 15 May 1800 | 8 Mar. 1811 | 29 Oct. 1813 | 5 Aug. 1848 | Full pay - | 9 9 0 |
| Sir Watkin Owen Pell - - | 9 April 1799 | 11 Nov. 1806 | 29 Mar. 1810 | 1 Nov. 1813 | 5 Sept. 1848 | Half pay - | 3 2 0 |
| William Fairbrother Carroll - | 12 Dec. 1795 | 15 May 1805 | 4 Mar. 1811 | 6 Dec. 1813 | 24 Jan. 1849 | ditto - | 6 12 1 |
| Sir Andrew Pellatt Green - | 14 April 1793 | 8 Aug. 1800 | 1 Feb. 1812 | 12 April 1814 | 3 Mar. 1849 | ditto - | 14 2 0 |
| William Bowen Mends - - | 26 Nov. 1794 | 9 April 1801 | 26 Feb. 1811 | 26 May 1814 | 19 Mar. 1849 | Full pay - | 8 10 2 |
| George Ferguson - - - | 6 Sept. 1800 | 30 May 1805 | 27 Dec. 1808 | 6 June 1814 | 4 May 1849 | Half pay - | 3 10 1 |
| Sir George Rose Sartorius - | 14 Feb. 1801 | 5 Mar. 1808 | 28 Feb. 1812 | 6 June 1814 | 9 May 1849 | ditto - | 2 9 0 |
| Robert Wauchope - - - | 5 Sept. 1802 | 21 Dec. 1808 | 21 Mar. 1812 | 6 June 1814 | 21 May 1849 | ditto - | 2 4 1 |
| Sir John Gordon Sinclair - - | 12 April 1803 | 7 July 1809 | 13 Aug. 1812 | 6 June 1814 | 8 June 1849 | Full pay - | 1 8 1 |
| George Edward Watts - - | 2 Nov. 1797 | 1 May 1804 | 17 Sept. 1807 | 7 June 1814 | 1 Sept. 1849 | Half pay - | 3 4 2 |
| Sir John James Gordon Bremer, K.C.B. | 2 April 1802 | 3 Aug. 1805 | 17 Sept. 1807 | 7 June 1814 | 15 Sept. 1849 | ditto - | 1 12 1 |
| Ralph Randolph Wormeley - | 30 Oct. 1799 | 22 Jan. 1806 | 16 Feb. 1810 | 7 June 1814 | 9 Oct. 1849 | ditto - | 3 5 1 |
| Hayes O'Grady - - - | 4 Dec. 1802 | 21 Mar. 1807 | 15 June 1810 | 7 June 1814 | 18 Oct. 1849 | ditto - | 2 9 2 |
| Maurice Fred. F. Berkeley, c.s. - | 9 May 1800 | 9 July 1808 | 19 Dec. 1810 | 7 June 1814 | 30 Oct. 1849 | ditto - | 2 4 1 |
| Sir David Dunn - - - | 14 July 1800 | 12 July 1808 | 13 Mar. 1811 | 7 June 1814 | 5 Nov. 1849 | ditto - | 3 11 0 |
| Fairfax Moresby, c.s. - - | 21 Dec. 1799 | 10 April 1806 | 18 April 1811 | 7 June 1814 | 20 Dec. 1849 | ditto - | 4 7 1 |
| Rt. Hon. George Anson Lord Byron. | 8 Nov. 1800 | 24 Aug. 1807 | 1 Feb. 1812 | 7 June 1814 | 24 Dec. 1849 | ditto - | 4 5 2 |

RETIRED CAPTAINS. - - - - -

| NAME. | Date of First Entry into the Navy. | DATE OF COMMISSION AS | | | | Whether on Full or Half Pay when Promoted. | PERIOD Lieutenant. |
|------------------------------|--|-----------------------|---------------|---------------|------------------|--|-----------------------|
| | | Lieutenant. | Commander. | Captain. | Retired Captain. | | |
| John Windham Dalling - - | 4 Nov. 1803 | 8 Oct. 1810 | 15 June 1814 | 2 Jan. 1828 | 2 Jan. 1848 | Half pay - | 1 10 0 |
| John Fitzgerald Studdert - - | 25 Aug. 1803 | 26 Jan. 1811 | 12 Aug. 1814 | 9 Jan. 1828 | 9 Jan. 1848 | ditto - | 3 12 2 |
| Charles Gordon (B) - - | 19 June 1810 | 14 July 1818 | 6 Jan. 1826 | 17 April 1828 | 17 April 1848 | ditto - | 6 1 1 |
| Thomas Dench - - - | 1 April 1793 | 23 Jan. 1801 | 24 April 1808 | 4 June 1828 | 4 June 1848 | ditto - | 5 10 0 |
| George W. St. John Mildmay - | 4 Sept. 1803 | 19 May 1812 | 19 Aug. 1822 | 16 Aug. 1828 | 16 Aug. 1848 | ditto - | 6 5 1 |
| Theobald Jones - - - | 1 June 1803 | 8 July 1809 | 19 July 1814 | 25 Aug. 1828 | 25 Aug. 1848 | ditto - | 5 7 0 |
| George Lloyd - - - | 9 May 1804 | 3 Nov. 1812 | 8 Nov. 1815 | 26 Aug. 1828 | 26 Aug. 1848 | ditto - | 2 11 1 |
| Robert White Parsons - - | 29 July 1797 | 11 April 1806 | 7 Nov. 1816 | 11 Nov. 1828 | 11 Nov. 1848 | ditto - | 9 10 0 |
| Abraham Crawford - - - | 19 May 1800 | 25 Nov. 1807 | 23 Mar. 1815 | 5 Jan. 1829 | 5 Jan. 1849 | ditto - | 7 1 0 |
| George Haye - - - | 1 Aug. 1801 | 9 Aug. 1808 | 19 May 1812 | 4 Mar. 1829 | 4 Mar. 1849 | ditto - | 3 3 2 |
| Russell Henry Manners - - | 6 May 1813 | 19 Oct. 1822 | 16 Aug. 1825 | 4 Mar. 1829 | 4 Mar. 1849 | ditto - | 2 8 1 |
| James Thorne - - - | 14 April 1808 | 5 Aug. 1816 | 20 Mar. 1828 | 30 Mar. 1829 | 30 Mar. 1849 | ditto - | 7 6 1 |
| Sir Eaton Travers - - - | 15 Sept. 1798 | 23 Sept. 1804 | 15 June 1814 | 19 Nov. 1829 | 19 Nov. 1849 | ditto - | 9 8 1 |

REAR ADMIRALS.

| ON FULL PAY AS | | | PERIOD ON HALF PAY AS | | | | | | AGGREGATE PERIOD ON | |
|----------------|-------------|---------------|-----------------------|-------------|-------------|---------------|-------------|-------------|---------------------|-------------|
| Commander. | Captain. | Rear-Admiral. | Lieutenant. | Commander. | Captain. | Rear-Admiral. | Full Pay. | Half Pay. | | |
| Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. |
| 3 12 3 0 | 0 3 1 1 | - - - | 0 8 1 1 | 1 9 0 4 | 36 0 0 6 | 1 12 3 6 | 11 3 2 6 | 40 4 2 3 | | |
| 5 0 3 0 | 6 0 1 1 | - - - | 0 0 2 4 | 0 0 2 0 | 29 12 0 1 | 1 12 3 2 | 13 9 0 3 | 32 0 0 0 | | |
| 1 11 2 2 | 5 4 0 6 | 1 5 0 3 | 1 3 2 1 | 0 0 1 4 | 30 11 0 5 | 0 7 2 5 | 16 5 2 3 | 32 9 3 1 | | |
| 4 7 2 6 | 5 7 2 1 | - - - | 0 4 2 4 | 0 0 1 2 | 30 4 2 6 | 1 12 0 0 | 12 7 1 4 | 32 8 2 5 | | |
| 1 12 2 0 | - - - | - - - | 0 7 1 0 | 1 4 0 0 | 35 12 2 1 | 1 11 1 6 | 6 2 3 6 | 39 9 1 0 | | |
| 2 6 3 3 | 5 2 2 0 | - - - | 0 1 0 6 | 0 6 2 1 | 30 9 1 5 | 1 10 1 0 | 15 0 0 6 | 33 3 1 5 | | |
| 1 5 3 2 | 7 9 2 0 | - - - | - - - | 0 0 0 1 | 27 11 2 5 | 1 10 0 4 | 13 10 0 1 | 29 8 3 3 | | |
| 2 3 3 5 | 5 7 1 4 | - - - | 0 2 1 5 | - - - | 29 11 1 4 | 1 9 3 0 | 9 12 0 0 | 31 10 2 2 | | |
| 3 0 0 0 | 11 4 3 5 | - - - | - - - | 0 5 0 5 | 24 0 2 3 | 1 7 2 4 | 17 6 3 0 | 26 0 1 5 | | |
| 2 7 3 0 | 15 5 3 3 | - - - | 2 0 0 6 | - - - | 19 5 3 5 | 1 3 1 1 | 27 9 3 1 | 22 9 1 4 | | |
| 2 12 3 2 | 7 4 1 0 | - - - | 0 2 3 2 | 0 8 0 3 | 27 6 2 2 | 1 4 0 6 | 13 6 0 5 | 29 8 2 6 | | |
| 2 10 1 1 | 9 1 0 0 | - - - | 0 9 1 2 | - - - | 25 12 0 3 | 0 12 0 6 | 18 10 2 4 | 27 7 2 4 | | |
| 1 2 0 6 | 2 5 2 1 | - - - | 0 8 1 6 | 0 9 1 5 | 32 5 3 2 | 0 10 3 3 | 17 9 3 1 | 34 8 2 2 | | |
| 1 8 1 4 | 8 0 1 2 | - - - | 1 2 3 5 | 2 0 0 1 | 26 9 2 2 | 0 9 3 2 | 18 6 0 6 | 30 9 1 3 | | |
| 2 11 3 5 | 0 9 2 4 | - - - | 0 1 3 4 | 2 4 1 1 | 34 2 0 6 | 0 8 2 4 | 7 5 3 5 | 37 4 0 1 | | |
| 1 12 2 5 | 5 9 1 5 | - - - | 1 2 0 2 | 0 5 3 5 | 29 2 0 5 | 0 8 1 6 | 10 5 0 6 | 31 5 2 4 | | |
| 0 12 3 2 | 7 9 0 2 | - - - | 0 11 1 4 | 1 3 1 2 | 27 3 0 0 | 0 8 0 1 | 10 0 2 6 | 29 12 3 0 | | |
| 1 10 2 3 | 7 4 2 5 | - - - | 1 6 0 1 | 0 2 1 5 | 27 6 0 0 | 0 7 1 2 | 10 10 2 2 | 29 8 3 1 | | |
| 5 8 0 1 | - - - | - - - | 0 2 2 0 | 1 3 2 6 | 34 11 2 4 | 0 4 1 3 | 8 12 2 3 | 36 9 0 6 | | |
| 4 4 3 0 | 12 1 1 4 | - - - | 0 3 1 1 | 2 4 3 3 | 23 1 0 1 | 0 3 3 3 | 18 5 1 4 | 36 0 0 1 | | |
| 4 3 2 2 | - - - | - - - | 0 7 2 6 | 0 1 0 5 | 35 4 1 5 | 0 3 0 0 | 7 8 3 5 | 36 3 1 2 | | |
| 3 3 2 2 | - - - | - - - | 0 11 1 0 | 0 9 0 5 | 35 4 3 0 | 0 2 2 5 | 6 0 1 1 | 37 1 3 3 | | |
| 0 11 1 3 | 6 1 0 4 | - - - | 0 1 1 4 | 2 7 3 0 | 29 4 0 1 | 0 2 1 0 | 9 3 3 4 | 32 2 1 5 | | |
| 2 8 0 6 | 12 4 1 6 | - - - | 0 1 0 2 | 0 4 0 1 | 22 12 1 2 | 0 2 0 1 | 18 10 3 2 | 23 6 1 6 | | |
| 3 7 2 6 | 10 8 1 4 | - - - | 0 3 3 5 | 0 0 1 3 | 24 7 1 2 | 0 0 1 5 | 18 10 2 6 | 24 12 0 1 | | |
| 1 4 0 3 | 2 6 3 5 | - - - | 0 7 2 2 | 0 12 1 4 | 32 12 1 4 | 0 0 1 1 | 8 3 2 1 | 34 6 2 4 | | |

RETIRED CAPTAINS.

| ON FULL PAY AS | | | PERIOD ON HALF PAY AS | | | | AGGREGATE PERIOD ON | |
|----------------|-------------|------------------|-----------------------|-------------|-------------|------------------|---------------------|-------------|
| Commander. | Captain. | Retired Captain. | Lieutenant. | Commander. | Captain. | Retired Captain. | Full Pay. | Half Pay. |
| Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. |
| 4 4 1 2 | 3 6 2 5 | - - - | 2 9 0 2 | 9 5 2 3 | 16 3 2 3 | 1 12 3 5 | 9 8 0 1 | 30 5 1 1 |
| 4 3 0 5 | - - - | - - - | 0 3 0 0 | 9 10 1 5 | 19 4 3 0 | 1 12 3 0 | 8 2 3 3 | 31 4 3 5 |
| 0 10 2 3 | - - - | - - - | 1 4 3 2 | 1 6 0 0 | 20 0 0 0 | 1 9 1 0 | 6 12 0 1 | 24 7 0 2 |
| 6 7 2 1 | - - - | - - - | 1 6 1 0 | 13 6 3 5 | 20 0 0 0 | 1 7 2 1 | 12 4 2 1 | 36 7 2 6 |
| 1 10 0 4 | 3 5 3 6 | - - - | 3 10 3 6 | 4 3 1 4 | 16 6 3 0 | 1 4 3 5 | 11 8 2 0 | 36 0 0 1 |
| 4 4 2 5 | - - - | - - - | 0 0 3 0 | 9 2 3 3 | 19 12 1 1 | 1 4 2 3 | 9 11 3 4 | 30 7 2 0 |
| 1 8 0 4 | - - - | - - - | 0 0 2 5 | 11 10 1 0 | 19 10 1 6 | 1 4 2 2 | 4 7 0 0 | 32 12 3 0 |
| 3 3 3 2 | - - - | - - - | 1 10 2 1 | 8 9 1 2 | 20 0 0 0 | 1 1 3 2 | 13 1 2 0 | 31 8 2 5 |
| 1 2 1 5 | - - - | - - - | 0 3 0 0 | 12 9 1 1 | 19 11 2 3 | 0 12 3 4 | 8 3 2 4 | 33 10 3 1 |
| 3 1 0 1 | - - - | - - - | 0 2 1 3 | 13 11 2 3 | 19 9 3 3 | 0 10 3 2 | 6 4 2 6 | 34 8 2 4 |
| 1 6 2 3 | - - - | - - - | 0 2 1 2 | 2 2 1 3 | 19 11 0 6 | 0 10 3 2 | 4 2 0 1 | 23 0 2 6 |
| 1 6 0 6 | - - - | - - - | 4 12 1 0 | - - - | 19 8 2 3 | 0 9 3 4 | 8 12 3 0 | 25 4 3 0 |
| 1 6 2 3 | - - - | - - - | 0 3 0 2 | 13 11 3 5 | 19 11 0 5 | 0 1 2 1 | 11 1 3 5 | 34 1 2 6 |

CAPTAINS. - - - - -

| N A M E. | Date of First Entry in the Navy. | DATE OF COMMISSION AS | | | | Whether on Full or Half Pay when Promoted. |
|---|----------------------------------|-----------------------|--------------|--------------|-------------|--|
| | | Lieutenant. | Commander. | Captain. | | |
| George Anthony Halsted - - - - - | 7 March 1816 | 25 Feb. 1824 | 13 June 1827 | 1 Jan. 1848 | Coast guard | - |
| Robert Sharpe - - - - - | 5 June 1807 | 13 Mar. 1815 | 24 Nov. 1826 | 31 Jan. 1848 | Half pay | - |
| Thomas Harvey - - - - - | 15 Dec. 1822 | 24 Dec. 1829 | 6 Nov. 1840 | 31 Jan. 1848 | ditto | - |
| William Loring - - - - - | 3 Aug. 1826 | 26 Feb. 1836 | 27 Aug. 1841 | 31 Jan. 1848 | Full pay | - |
| George Knyvett Wilson - - - - - | 18 July 1812 | 25 March 1824 | 25 June 1840 | 15 Feb. 1848 | Half pay | - |
| Sir William Hoste (Bart.) - - - - - | 1 Aug. 1830 | 27 June 1838 | 5 Nov. 1843 | 15 Feb. 1848 | ditto | - |
| John Fulford - - - - - | 6 Dec. 1821 | 29 July 1831 | 4 Nov. 1840 | 1 May 1848 | Full pay | - |
| Alfred Phillips Ryder - - - - - | 6 May 1833 | 20 July 1841 | 15 Jan. 1846 | 2 May 1848 | ditto | - |
| Henry Chads - - - - - | 2 Aug. 1832 | 14 June 1841 | 31 Jan. 1845 | 5 June 1848 | ditto | - |
| William Radcliffe - - - - - | 17 June 1809 | 16 Sept. 1816 | 22 July 1830 | 12 Aug. 1848 | Half pay | - |
| Francis Scott - - - - - | 11 July 1822 | 11 Feb. 1835 | 2 July 1841 | 12 Aug. 1848 | ditto | - |
| Charles Edmunds - - - - - | 18 Dec. 1818 | 26 Oct. 1826 | 23 Nov. 1841 | 23 Nov. 1848 | ditto | - |
| John Moore - - - - - | 6 Feb. 1834 | 22 Sept. 1841 | 22 Nov. 1843 | 22 Nov. 1848 | Full pay | - |
| James Johnson M'Cleverty - - - - - | 4 July 1823 | 1 Nov. 1831 | 23 Dec. 1842 | 21 Dec. 1848 | ditto | - |
| John Thomas Talbot - - - - - | 12 Dec. 1818 | 23 June 1827 | 7 Sept. 1829 | 1 Jan. 1849 | Coast guard | - |
| Adolphus Slade - - - - - | 8 Aug. 1815 | 27 Nov. 1827 | 28 Nov. 1841 | 10 Jan. 1849 | Half pay | - |
| William Peel - - - - - | 7 April 1838 | 13 May 1844 | 27 June 1846 | 10 Jan. 1849 | ditto | - |
| Alexander Murray - - - - - | 26 March 1819 | 11 July 1829 | 4 Nov. 1840 | 8 May 1849 | Full pay | - |
| Henry James Matson - - - - - | 10 July 1823 | 8 April 1835 | 7 July 1843 | 8 May 1849 | Half pay | - |
| John Hay - - - - - | 8 Aug. 1817 | 12 Nov. 1829 | 6 May 1841 | 21 Aug. 1849 | ditto | - |
| Edmund Moubray Lyons - - - - - | 10 July 1829 | 11 June 1841 | 9 Nov. 1846 | 4 Oct. 1849 | Full pay | - |
| Robert Harris - - - - - | 24 Jan. 1822 | 21 May 1833 | 8 June 1841 | 19 Oct. 1849 | ditto | - |
| Edwin Clayton Tennyson D'Eyncourt - - - - - | 4 Aug. 1826 | 21 Feb. 1837 | 8 June 1841 | 1 Nov. 1849 | Half pay | - |
| Thomas Henry Mason - - - - - | 7 Nov. 1823 | 30 June 1837 | 8 June 1841 | 1 Nov. 1849 | ditto | - |
| James Anderson - - - - - | 17 Sept. 1808 | 1 March 1823 | 25 Feb. 1842 | 1 Nov. 1849 | ditto | - |
| Arthur Farquhar - - - - - | 3 March 1829 | 4 Nov. 1840 | 2 Dec. 1844 | 27 Nov. 1849 | Full pay | - |

RETIRED CAPTAINS. - - - - -

| N A M E. | Date of First Entry in the Navy. | DATE OF COMMISSION AS | | | | Whether on Full or Half Pay when Promoted. |
|-----------------------------------|----------------------------------|-----------------------|--------------|------------------|----------|--|
| | | Lieutenant. | Commander. | Retired Captain. | | |
| Robert Incedon - - - - - | 9 June 1797 | 28 Sept. 1807 | 4 May 1813 | 22 Jan. 1848 | Half pay | - |
| Samuel Bradstreet Hore - - - - - | 11 Nov. 1800 | 19 Oct. 1807 | 13 May 1813 | 2 Feb. 1848 | ditto | - |
| Charles Leslie Falkiner - - - - - | 10 Jan. 1804 | 4 Jan. 1810 | 9 July 1813 | 5 April 1848 | ditto | - |
| Richard Booth Bowden - - - - - | 1 June 1795 | 29 April 1802 | 5 Aug. 1813 | 14 July 1848 | ditto | - |
| William Henry Herrick - - - - - | 20 May 1798 | 5 Feb. 1806 | 17 Aug. 1813 | 17 Feb. 1849 | ditto | - |
| Henry Lowcay - - - - - | 2 April 1791 | 7 Jan. 1799 | 29 Oct. 1813 | 24 May 1849 | ditto | - |
| William Murley - - - - - | 22 Jan. 1801 | 29 June 1808 | 29 Oct. 1813 | 11 Nov. 1849 | ditto | - |

CAPTAINS.

| PERIOD SERVED ON FULL PAY AS | | | PERIOD ON HALF PAY AS | | | AGGREGATE PERIOD ON | |
|------------------------------|-------------|-------------|-----------------------|-------------|-------------|---------------------|-------------|
| Lieutenant. | Commander. | Captain. | Lieutenant. | Commander. | Captain. | Full Pay. | Half Pay. |
| Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. |
| 2 12 0 2 | - - - | - - - | 0 4 3 1 | 20 7 0 6 | 2 0 0 0 | 2 12 2 0 | 22 12 0 0 |
| 2 8 2 5 | 3 8 3 5 | - - - | 9 2 2 0 | 17 6 2 0 | 1 11 3 6 | 6 4 2 3 | 28 7 3 6 |
| 7 9 2 0 | 1 12 3 0 | - - - | 3 1 3 2 | 5 3 1 2 | 1 11 3 6 | 9 9 1 0 | 10 4 0 3 |
| 4 9 3 5 | 2 8 1 2 | - - - | 0 9 2 2 | 4 4 2 5 | 1 4 2 3 | 7 5 1 0 | 6 5 3 3 |
| 11 8 0 5 | 3 9 0 5 | - - - | 5 2 3 0 | 3 10 2 0 | 1 11 1 5 | 15 4 1 3 | 10 11 2 5 |
| 3 1 3 1 | 1 8 0 3 | - - - | 2 3 2 6 | 2 7 2 6 | 1 11 1 5 | 4 9 3 4 | 6 9 3 3 |
| 7 11 0 1 | 3 11 2 4 | - - - | 1 11 0 3 | 3 11 1 1 | 1 2 1 4 | 11 9 2 5 | 6 11 3 1 |
| 3 5 3 2 | 1 3 1 5 | - - - | 1 0 2 2 | 1 3 1 4 | 1 5 2 6 | 4 9 1 0 | 3 9 2 5 |
| 3 8 0 0 | 2 1 2 2 | - - - | 0 0 1 0 | 1 2 3 4 | 1 7 2 0 | 5 9 2 2 | 2 10 2 4 |
| 6 8 3 0 | 3 2 0 0 | - - - | 7 2 2 4 | 14 11 1 4 | 1 5 0 2 | 9 10 3 0 | 23 6 0 3 |
| 6 3 1 0 | 3 4 3 1 | - - - | 0 3 1 6 | 3 8 0 1 | 1 5 0 2 | 9 8 0 1 | 5 3 2 2 |
| 11 7 2 1 | 3 2 3 3 | - - - | 3 10 0 6 | 3 8 3 5 | 1 1 1 5 | 14 10 1 4 | 8 7 2 2 |
| 2 1 1 6 | 2 1 1 0 | - - - | 0 1 1 2 | 2 12 1 2 | 1 0 1 0 | 4 2 2 6 | 4 0 3 4 |
| 5 6 0 3 | 2 7 0 4 | 0 0 0 1 | 5 8 3 0 | 3 4 1 1 | 0 12 3 6 | 9 2 0 3 | 9 0 0 2 |
| 2 2 3 2 | 1 2 0 0 | - - - | 0 2 1 6 | 18 1 3 1 | 1 0 0 0 | 3 5 0 1 | 19 4 1 0 |
| 4 7 2 3 | 1 4 2 2 | 0 3 0 3 | 9 7 0 4 | 5 10 0 4 | 0 9 2 3 | 6 2 2 1 | 16 0 3 4 |
| 2 1 3 3 | 1 7 2 6 | - - - | 0 0 0 1 | 0 12 0 2 | 0 12 2 6 | 3 9 2 2 | 1 11 3 2 |
| 8 11 2 5 | 5 7 1 6 | - - - | 2 7 1 2 | 2 10 1 1 | 0 8 2 0 | 14 6 0 4 | 6 0 0 3 |
| 8 0 3 3 | 2 7 1 6 | - - - | 0 2 2 6 | 3 3 0 2 | 0 8 2 0 | 10 8 1 2 | 4 1 1 1 |
| 6 6 3 2 | 3 3 3 6 | - - - | 5 11 0 2 | 4 9 0 4 | 0 4 3 0 | 9 10 3 1 | 10 11 3 6 |
| 4 12 2 6 | 1 7 1 2 | - - - | 0 0 3 2 | 1 6 2 2 | - - - | 6 7 0 1 | 2 0 1 4 |
| 7 8 2 0 | 3 4 3 0 | - - - | 0 7 3 2 | 4 10 3 1 | 0 2 0 5 | 11 0 1 0 | 5 7 3 1 |
| 4 7 2 3 | 1 11 3 1 | - - - | 0 0 0 6 | 6 2 1 5 | 0 2 0 5 | 6 6 1 4 | 6 4 3 2 |
| 3 10 1 3 | 2 0 3 5 | 0 0 2 3 | 0 5 1 3 | 5 6 1 5 | 0 2 0 5 | 6 4 3 4 | 6 0 3 6 |
| 11 8 2 1 | 3 5 0 1 | - - - | 8 3 3 6 | 4 2 3 6 | 0 2 0 5 | 15 0 2 2 | 12 9 0 3 |
| 3 8 0 6 | 3 2 0 1 | - - - | 0 5 3 6 | 1 12 0 2 | - - - | 6 10 1 0 | 2 5 0 1 |

RETIRED CAPTAINS.

| PERIOD SERVED ON FULL PAY AS | | | PERIOD ON HALF PAY AS | | | AGGREGATE PERIOD ON | |
|------------------------------|-------------|------------------|-----------------------|-------------|------------------|---------------------|-------------|
| Lieutenant. | Commander. | Retired Captain. | Lieutenant. | Commander. | Retired Captain. | Full Pay. | Half Pay. |
| Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. |
| 9 5 1 0 | - - - | - - - | - - - | 33 5 3 4 | 1 12 1 1 | 9 5 1 0 | 35 5 0 5 |
| 4 5 0 1 | 1 1 1 6 | - - - | 0 3 0 5 | 34 9 1 6 | 1 11 3 4 | 5 6 2 0 | 36 11 2 1 |
| 3 6 0 2 | - - - | - - - | 0 0 2 3 | 34 9 2 3 | 1 9 2 5 | 3 6 0 2 | 36 6 3 4 |
| 8 1 0 4 | 2 0 1 5 | - - - | 3 2 1 4 | 32 11 3 1 | 1 6 0 3 | 10 1 2 2 | 37 7 1 1 |
| 4 8 2 6 | 0 7 1 6 | - - - | 2 8 0 3 | 35 6 2 2 | 0 11 1 3 | 5 3 0 5 | 39 0 0 1 |
| 13 5 3 3 | 0 5 0 4 | - - - | 1 11 0 0 | 35 7 1 4 | 0 7 3 5 | 13 11 0 0 | 38 0 1 2 |
| 5 5 1 6 | - - - | - - - | 0 1 3 1 | 35 10 2 3 | 0 1 3 2 | 5 5 1 6 | 36 1 0 6 |

COMMANDERS.

| N A M E. | Date of First Entry in the Navy. | Date of Commission as | | Whether on Full or Half Pay, when Promoted. | Period Served on Full Pay as | | Period on Half Pay as | | Aggregate Period on | |
|----------------------------------|----------------------------------|-----------------------|---------------|---|------------------------------|-------------|-----------------------|-------------|---------------------|-------------|
| | | Lieutenant. | Commander. | | Lieutenant. | Commander. | Lieutenant. | Commander. | Full Pay. | Half Pay. |
| John Robert Woodriff - | 29 Oct. 1802 | 26 April 1811 | 1 Jan. 1848 | Coast Guard | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. | Y. M. W. D. |
| Henry Leworthy - | 20 July 1803 | 14 Nov. 1816 | 1 Jan. 1848 | ditto | 3 4 2 6 | - | 33 11 3 6 | 2 0 0 0 | 3 4 2 6 | 35 11 3 6 |
| Charles Henry Baker - | 18 Sept. 1811 | 19 Nov. 1827 | 1 Jan. 1848 | ditto | 5 5 0 5 | - | 25 9 9 2 1 | 2 0 0 0 | 5 5 0 5 | 27 9 9 2 1 |
| Thomas Edward Laws Moore | 19 Oct. 1832 | 4 Oct. 1843 | 11 Jan. 1848 | Full pay | 8 5 2 1 | - | 11 9 1 3 | 2 0 0 0 | 8 5 2 1 | 13 9 1 3 |
| Peter Frederick Shortland - | 10 Jan. 1827 | 1 April 1842 | 20 Jan. 1848 | Half pay | 2 10 1 2 | 1 12 2 5 | 1 6 0 5 | - | 4 10 0 0 | 1 6 0 5 |
| Reginald J. J. George Macdonald. | 11 May 1833 | 14 Dec. 1842 | 20 Jan. 1848 | ditto | 5 8 3 2 | - | 0 1 2 5 | 1 12 1 3 | 5 8 3 2 | 2 1 0 1 |
| Charles Gervans Phillips - | 13 Nov. 1820 | 28 June 1838 | 31 Jan. 1848 | ditto | 4 11 3 4 | 0 6 2 5 | 0 3 0 3 | 1 12 1 3 | 5 5 2 2 | 2 2 1 6 |
| Thomas Etheridge - | 25 Sept. 1824 | 2 May 1840 | 31 Jan. 1848 | ditto | 7 8 2 2 | - | 1 12 0 5 | 1 11 3 6 | 7 8 1 2 | 3 11 0 4 |
| Henry Need - | 3 April 1833 | 8 Oct. 1841 | 31 Jan. 1848 | ditto | 6 4 1 6 | - | 1 5 1 2 | 1 11 3 6 | 6 4 1 6 | 3 4 1 1 |
| Thomas Belgrave - | 19 Mar. 1830 | 1 Nov. 1843 | 15 Feb. 1848 | Full pay | 5 1 3 1 | - | 1 5 0 2 | 1 9 0 6 | 5 1 3 1 | 3 1 1 1 |
| Thomas Kisbee - | 9 Jan. 1808 | 27 Mar. 1826 | 15 Feb. 1848 | Half pay | 3 12 0 1 | 1 10 0 2 | 0 1 0 4 | 0 4 3 2 | 5 9 2 3 | 0 5 3 6 |
| William Thornton Bate - | 3 Oct. 1833 | 8 Oct. 1841 | 15 Feb. 1848 | ditto | 5 9 1 2 | - | 16 2 1 1 | 1 11 1 5 | 5 9 1 2 | 18 0 2 6 |
| John Anthony Laurence Wharton. | 28 Jan. 1830 | 12 Sept. 1844 | 29 Feb. 1848 | Full pay | 4 8 0 6 | - | 1 9 1 5 | 1 11 1 5 | 4 8 0 6 | 3 7 3 3 |
| William Moorsom - | 29 June 1830 | 29 Mar. 1842 | 8 Mar. 1848 | ditto | 3 5 0 6 | - | 0 5 1 0 | 1 6 2 1 | 3 5 0 6 | 1 11 3 1 |
| James Archibald Macdonald | 17 Sept. 1820 | 8 Sept. 1827 | 20 Mar. 1848 | ditto | 5 9 3 5 | 0 2 3 3 | 0 2 1 3 | 1 7 3 2 | 5 12 3 1 | 1 10 0 5 |
| George Henry Gardner - | 2 April 1829 | 10 Nov. 1842 | 20 Mar. 1848 | ditto | 7 9 2 5 | - | 13 2 1 5 | 1 7 2 5 | 7 9 2 5 | 14 10 0 3 |
| William King Hall - | 22 Sept. 1829 | 28 July 1841 | 21 Mar. 1848 | ditto | 4 11 3 1 | - | 0 8 3 2 | 1 7 1 1 | 4 11 3 1 | 2 3 0 3 |
| Valentine Otway Ingfield - | 18 June 1838 | 3 Feb. 1846 | 13 April 1848 | ditto | 5 9 2 3 | 0 7 3 5 | 0 3 3 6 | 1 10 0 4 | 6 4 2 1 | 2 1 0 3 |
| Gilbert Brydone Ruthertford | 7 Nov. 1829 | 3 June 1840 | 27 April 1848 | ditto | 2 2 1 2 | - | 0 0 0 4 | 1 9 1 4 | 2 2 1 2 | 1 9 2 1 |
| Alexander George West - | 1 Aug. 1833 | 22 Oct. 1844 | 15 May 1848 | ditto | 6 11 3 0 | 0 8 3 4 | 0 12 3 6 | 1 0 0 0 | 7 7 2 4 | 1 12 3 6 |
| Augustus Sinclair Booth - | 15 Sept. 1824 | 12 April 1836 | 15 May 1848 | ditto | 3 3 3 3 | - | 0 3 0 0 | 1 8 2 6 | 3 3 3 3 | 2 11 2 6 |
| Charles Farrel Hillyar - | 18 Mar. 1831 | 22 Mar. 1842 | 15 May 1848 | Half pay | 6 12 3 1 | - | 5 1 3 6 | 1 7 2 4 | 6 12 3 1 | 6 9 2 3 |
| William Houston Stewart - | 29 April 1835 | 29 June 1842 | 19 May 1848 | Full pay | 5 8 2 0 | - | 0 6 1 6 | 0 8 1 0 | 6 8 1 6 | 1 1 2 6 |
| Charles John Austen - | 15 Feb. 1833 | 25 June 1844 | 7 June 1848 | Half pay | 5 8 2 0 | - | 0 3 0 3 | 1 8 0 2 | 5 8 2 0 | 1 11 0 5 |
| Robert Anthony E. Scott - | 1 May 1830 | 17 May 1842 | 28 July 1848 | ditto | 3 12 1 2 | - | 0 0 0 3 | 1 7 1 4 | 3 12 1 2 | 1 7 2 0 |
| Philip Somerville - | 11 Sept. 1824 | 15 Mar. 1841 | 4 Aug. 1848 | ditto | 5 10 3 5 | - | 0 4 2 4 | 1 5 2 3 | 5 10 3 5 | 1 10 1 0 |
| James Aldworth St. Leger - | 13 May 1828 | 8 June 1841 | 12 Aug. 1848 | ditto | 4 6 0 2 | 1 5 3 1 | 0 8 0 6 | 1 5 1 3 | 7 1 3 1 | 2 0 2 2 |
| Charles Joseph Frederick Ewart. | 22 June 1831 | 23 Nov. 1841 | 12 Aug. 1848 | ditto | 6 7 1 1 | - | 2 3 2 5 | 1 5 0 2 | 4 11 2 4 | 3 8 3 0 |
| Humphrey John Julian | 3 April 1826 | 27 April 1840 | 12 Sept. 1848 | Full pay | 7 5 1 0 | 0 6 1 2 | 0 6 1 6 | 1 3 3 3 | 7 11 2 2 | 1 10 1 2 |
| Robert Tench Bedford - | 1 Sept. 1827 | 23 Oct. 1841 | 16 Oct. 1848 | ditto | 5 3 2 3 | - | 1 9 1 1 | 1 2 2 4 | 5 3 2 3 | 2 11 3 5 |
| Robert Phillips - | 10 Aug. 1820 | 26 Feb. 1830 | 22 Nov. 1848 | ditto | 7 4 0 2 | - | 11 6 3 3 | 1 0 0 3 | 7 4 0 2 | 12 6 3 6 |
| Benjamin Holland Bunce - | 20 Mar. 1823 | 28 June 1838 | 22 Nov. 1848 | ditto | 9 11 0 0 | 0 8 1 5 | 0 7 2 0 | 0 5 3 1 | 10 6 1 5 | 1 0 1 1 |
| Edmund Anthony Glynn - | 8 Aug. 1827 | 6 Nov. 1840 | 22 Nov. 1848 | Half pay | 6 6 0 0 | - | 1 7 2 2 | 1 1 1 5 | 6 6 0 0 | 2 9 0 0 |
| Alan Henry Gardner - | 2 Sept. 1830 | 30 Oct. 1841 | 21 Dec. 1848 | Full pay | 6 7 1 2 | - | 0 8 3 4 | 0 12 1 1 | 6 7 1 2 | 1 8 0 5 |
| John Hains - | 30 Dec. 1804 | 2 Feb. 1815 | 1 Jan. 1848 | Coast Guard | 3 6 1 6 | - | 30 5 1 5 | 1 0 0 0 | 3 6 1 6 | 31 5 1 5 |
| Lazarus Roberts - | 1 June 1804 | 7 Feb. 1815 | 1 Jan. 1849 | ditto | - | - | 33 11 2 6 | 1 0 0 0 | - | 34 11 2 6 |

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|-------------------------|------------------------------------|-----------------------|--------------------|---|-------------------------|--------------------|-------------------------|------------------------|-------------------------|-------------------------|
| | | Lieutenant. | Retired Commander. | | Lieutenant. | Retired Commander. | Lieutenant. | Retired Commander. | Full Pay. | Half Pay. |
| Williams Collins Barker | 6 Mar. 1796 | 25 Mar. 1802 | 9 Feb. 1848 | Half pay | Y. M. W. D. 14 5 0 0 | Y. M. W. D. - | Y. M. W. D. 31 9 0 4 | Y. M. W. D. 1 6 3 3 | Y. M. W. D. 14 5 0 0 | Y. M. W. D. 33 3 0 0 |
| John Barker | 20 Mar. 1796 | 29 April 1802 | 4 Aug. 1848 | ditto | 5 12 1 0 | - | 40 4 0 6 | 1 5 1 3 | 5 12 1 0 | 41 9 2 2 |
| Nathaniel Ratsey | 17 Dec. 1797 | 22 Jan. 1806 | 27 July 1847 | ditto | 10 5 3 4 | - | 31 10 1 6 | 2 6 1 6 | 10 5 3 4 | 34 3 3 5 |
| Thomas Hills | 10 Dec. 1794 | 7 Nov. 1806 | 18 Nov. 1848 | ditto | 10 5 1 4 | - | 31 8 0 0 | 1 1 2 2 | 10 5 1 4 | 32 9 2 2 |
| Mark Anthony | 14 July 1801 | 22 April 1808 | 6 June 1848 | ditto | 6 2 1 1 | - | 33 12 1 2 | 1 7 1 6 | 6 2 1 1 | 35 6 3 1 |
| Henry Hire | 29 July 1801 | 16 Oct. 1808 | 29 Dec. 1848 | ditto | 6 8 2 1 | - | 33 7 2 4 | 1 0 0 3 | 6 8 2 1 | 34 7 3 0 |
| Robert John Fayer | 11 Nov. 1802 | 19 Dec. 1808 | 12 Aug. 1848 | ditto | 5 7 2 5 | - | 34 0 3 0 | 1 5 0 2 | 5 7 2 5 | 35 5 3 2 |
| Joseph Ramsey | 17 July 1799 | 21 Dec. 1808 | 12 Feb. 1848 | ditto | 4 9 0 3 | - | 34 5 3 1 | 1 11 2 1 | 4 9 0 3 | 36 4 2 1 |
| Robert Ball Boardman | 1 July 1801 | 19 May 1809 | 3 Mar. 1848 | ditto | 9 9 1 2 | - | 29 4 2 4 | 1 10 3 3 | 9 9 1 2 | 31 2 2 0 |
| Charles Jefferis | 19 Feb. 1801 | 22 May 1809 | 29 Oct. 1848 | ditto | 6 0 2 2 | - | 33 2 2 0 | 1 10 3 6 | 6 0 2 2 | 35 0 1 6 |
| John Thompson (a) | 7 April 1803 | 7 June 1809 | 5 Jan. 1848 | ditto | 3 7 3 2 | - | 34 12 3 0 | 1 12 3 4 | 3 7 3 2 | 36 12 2 4 |
| John Phoebe | 16 May 1801 | 13 June 1809 | 5 Jan. 1848 | ditto | 4 7 3 4 | - | 33 12 1 6 | 1 12 3 4 | 4 7 3 4 | 35 12 1 3 |
| Thomas Townsend | 1 Aug. 1800 | 27 June 1809 | 5 Jan. 1848 | ditto | 5 11 1 2 | - | 33 8 3 6 | 1 8 3 3 | 5 11 1 2 | 34 12 3 2 |
| Joseph Dodd | 25 Jan. 1797 | 27 June 1809 | 4 April 1848 | ditto | 3 11 3 3 | - | 34 11 0 5 | 1 9 2 6 | 3 11 3 3 | 36 7 3 4 |
| John Puleston | 3 Dec. 1794 | 1 July 1809 | 4 April 1848 | ditto | 4 8 2 2 | - | 34 1 1 2 | 1 9 2 6 | 4 8 2 2 | 35 11 0 1 |
| Thomas Bradby | 12 Dec. 1797 | 7 July 1809 | 4 April 1848 | ditto | 6 9 3 5 | - | 32 0 3 1 | 1 9 2 6 | 6 9 3 5 | 33 10 2 0 |
| George Hall Dacre | 11 Mar. 1799 | 10 July 1809 | 4 April 1848 | ditto | 5 0 2 0 | - | 33 10 3 2 | 1 9 2 6 | 5 0 2 0 | 35 7 2 1 |
| Maurice Hewson | 27 May 1796 | 15 July 1809 | 4 April 1848 | ditto | 5 1 3 4 | - | 33 10 3 3 | 1 9 2 6 | 5 1 3 4 | 35 7 2 2 |
| John Waterman | 7 April 1803 | 15 July 1809 | 4 April 1848 | ditto | 2 2 1 5 | - | 36 6 3 6 | 1 9 2 6 | 2 2 1 5 | 38 3 2 5 |
| John Treeve | 1 Jan. 1801 | 20 July 1809 | 4 April 1848 | ditto | 5 4 3 0 | - | 34 7 2 6 | 1 9 2 6 | 5 4 3 0 | 36 4 1 5 |
| Henry Bird | 10 June 1803 | 4 Aug. 1809 | 12 Aug. 1848 | ditto | 3 7 1 5 | - | 35 5 3 3 | 1 5 0 2 | 3 7 1 5 | 36 10 3 5 |
| James Atkins (a) | 7 Nov. 1797 | 12 Aug. 1809 | 4 April 1848 | ditto | 4 6 0 2 | - | 34 10 2 5 | 1 9 2 6 | 4 6 0 2 | 36 7 1 4 |
| Henry Conn | 13 June 1802 | 18 Aug. 1809 | 4 April 1848 | ditto | 3 4 2 4 | - | 35 6 1 4 | 1 9 2 6 | 3 4 2 4 | 37 3 0 3 |
| Thomas Drane | 20 Aug. 1800 | 22 Aug. 1809 | 4 April 1848 | ditto | 5 8 2 6 | - | 35 10 3 1 | 1 9 2 6 | 5 8 2 6 | 37 7 2 0 |
| Richard Manston Teed | 15 Feb. 1801 | 18 Sept. 1809 | 9 Oct. 1848 | ditto | 10 7 3 2 | - | 28 9 1 5 | 1 1 3 4 | 10 7 3 2 | 29 11 1 2 |
| Joseph Chegwyn | 22 July 1803 | 9 Oct. 1809 | 9 Oct. 1848 | ditto | 4 4 0 3 | - | 34 10 0 0 | 1 1 3 4 | 4 4 0 3 | 35 11 3 4 |
| Curtis Reid | 10 April 1803 | 10 Oct. 1809 | 9 Oct. 1848 | ditto | 3 10 0 6 | - | 35 6 1 3 | 1 1 3 4 | 3 10 0 6 | 36 8 1 0 |
| Robert Barker | 1 Aug. 1801 | 17 Oct. 1809 | 9 Oct. 1848 | ditto | 6 1 1 4 | - | 33 5 2 5 | 1 1 3 4 | 6 3 1 3 | 34 7 2 2 |
| Charles Grantham (a) | 26 Feb. 1803 | 23 Oct. 1809 | 9 Oct. 1848 | ditto | 1 7 1 1 | - | 37 9 0 0 | 1 1 3 4 | 1 7 1 1 | 38 10 3 4 |
| Henry Nason | 12 Mar. 1803 | 28 Oct. 1809 | 9 Oct. 1848 | ditto | 1 6 1 2 | - | 37 7 0 3 | 1 1 3 4 | 1 6 1 2 | 38 9 0 0 |
| Robert Sutherland | 8 May 1796 | 22 Nov. 1802 | 26 Mar. 1849 | ditto | 9 1 1 6 | - | 30 8 0 3 | 0 10 0 1 | 9 1 1 6 | 40 5 0 4 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|---|---------------|---------------|---------------|-------|---|---|---|---|----|----|---|---|---|----|---|---|----|----|---|---|----|----|---|---|
| James Murray (a) | - | 7 Sept. 1794 | 4 Dec. 1802 | 14 April 1849 | ditto | - | - | - | - | 31 | 0 | 1 | 5 | 0 | 9 | 1 | 3 | 15 | 4 | 1 | 0 | 31 | 9 | 3 | 1 |
| Alexander Burgoyne Howe | - | 6 Jan. 1795 | 28 May 1803 | 1 Aug. 1849 | ditto | - | - | - | - | 33 | 7 | 2 | 3 | 0 | 5 | 1 | 6 | 12 | 7 | 2 | 6 | 34 | 0 | 0 | 2 |
| James Stone | - | 26 Feb. 1794 | 31 Mar. 1800 | 8 Mar. 1849 | ditto | - | - | - | - | 45 | 6 | 3 | 0 | 0 | 10 | 2 | 5 | 3 | 5 | 2 | 4 | 46 | 4 | 1 | 5 |
| Edward Biddulph | - | 13 Sept. 1803 | 5 Oct. 1809 | 6 Aug. 1849 | ditto | - | - | - | - | 32 | 6 | 3 | 1 | 0 | 5 | 1 | 1 | 7 | 4 | 0 | 3 | 32 | 12 | 0 | 2 |
| Edward Gascoigne Palmer | - | 20 June 1803 | 19 Oct. 1809 | 15 June 1849 | ditto | - | - | - | - | 30 | 7 | 0 | 3 | 0 | 7 | 0 | 4 | 9 | 1 | 1 | 5 | 31 | 1 | 1 | 0 |
| George White | - | 4 Dec. 1798 | 2 Nov. 1809 | 2 Mar. 1849 | ditto | - | - | - | - | 27 | 9 | 2 | 1 | 0 | 10 | 3 | 4 | 13 | 6 | 1 | 5 | 28 | 7 | 1 | 5 |
| Dey Richard Syer | - | 29 June 1803 | 2 Nov. 1809 | 11 April 1849 | ditto | - | - | - | - | 38 | 4 | 2 | 1 | 0 | 9 | 1 | 6 | 6 | 1 | 0 | 5 | 34 | 1 | 0 | 0 |
| Thomas James Poole Masters | - | 3 Oct. 1803 | 4 Nov. 1809 | 11 April 1849 | ditto | - | - | - | - | 36 | 8 | 2 | 3 | 0 | 9 | 1 | 6 | 2 | 10 | 0 | 1 | 37 | 5 | 0 | 2 |
| John Weare Templeman | - | 9 July 1803 | 4 Nov. 1809 | 11 April 1849 | ditto | - | - | - | - | 29 | 8 | 3 | 0 | 0 | 9 | 1 | 6 | 9 | 9 | 3 | 4 | 30 | 5 | 0 | 6 |
| George Sayer | - | 10 Oct. 1803 | 4 Nov. 1809 | 11 April 1849 | ditto | - | - | - | - | 32 | 6 | 1 | 6 | 0 | 9 | 1 | 6 | 7 | 0 | 0 | 1 | 33 | 2 | 3 | 5 |
| Charles Robinson (a) | - | 11 Nov. 1802 | 13 Nov. 1809 | 11 April 1849 | ditto | - | - | - | - | 34 | 11 | 2 | 4 | 0 | 9 | 1 | 6 | 5 | 3 | 0 | 0 | 35 | 8 | 0 | 3 |
| William Phippard Haydon | - | 12 April 1803 | 8 Dec. 1809 | 11 April 1849 | ditto | - | - | - | - | 34 | 4 | 3 | 1 | 0 | 9 | 1 | 6 | 5 | 5 | 1 | 4 | 35 | 1 | 1 | 0 |
| James Wyndham Willis | - | 16 Mar. 1803 | 13 Dec. 1809 | 11 April 1849 | ditto | - | - | - | - | 34 | 7 | 0 | 3 | 0 | 9 | 1 | 6 | 4 | 12 | 0 | 6 | 35 | 3 | 2 | 2 |
| Charles Spencer Ricketts | - | 4 April 1795 | 14 Dec. 1809 | 11 April 1849 | ditto | - | - | - | - | 35 | 7 | 2 | 1 | 0 | 9 | 1 | 6 | 3 | 9 | 2 | 5 | 36 | 4 | 0 | 0 |
| Nicholas Robinson Tomlinson | - | 23 Feb. 1799 | 16 Jan. 1810 | 7 July 1849 | ditto | - | - | - | - | 33 | 2 | 1 | 0 | 0 | 6 | 1 | 1 | 6 | 12 | 2 | 1 | 33 | 8 | 2 | 1 |
| William Hamilton | - | 15 Aug. 1799 | 20 Jan. 1810 | 27 Dec. 1849 | ditto | - | - | - | - | 34 | 7 | 3 | 6 | 0 | 0 | 0 | 5 | 6 | 8 | 3 | 2 | 34 | 8 | 0 | 4 |
| John Rootes | - | 7 Jan. 1796 | 3 Feb. 1810 | 7 July 1849 | ditto | - | - | - | - | 36 | 11 | 0 | 0 | 0 | 6 | 1 | 1 | 6 | 7 | 3 | 2 | 37 | 4 | 1 | 1 |
| Henry Lewis (a) | - | 24 Sept. 1801 | 10 Feb. 1810 | 7 July 1849 | ditto | - | - | - | - | 34 | 7 | 1 | 2 | 0 | 6 | 1 | 1 | 4 | 11 | 0 | 0 | 35 | 0 | 2 | 3 |
| William Meadows | - | 11 Oct. 1803 | 1 Mar. 1810 | 7 July 1849 | ditto | - | - | - | - | 33 | 6 | 0 | 5 | 0 | 6 | 1 | 1 | 5 | 11 | 1 | 6 | 33 | 12 | 1 | 6 |
| Charles James Rawlinson | - | 4 Mar. 1804 | 15 Mar. 1810 | 7 July 1849 | ditto | - | - | - | - | 33 | 9 | 2 | 4 | 0 | 6 | 1 | 1 | 5 | 7 | 2 | 0 | 34 | 2 | 3 | 5 |
| John Massey | - | 3 Nov. 1803 | 9 April 1810 | 7 July 1849 | ditto | - | - | - | - | 35 | 7 | 2 | 3 | 0 | 6 | 1 | 1 | 4 | 1 | 1 | 0 | 36 | 0 | 3 | 4 |
| James Henry Johnston | - | 16 April 1803 | 16 Feb. 1810 | 7 July 1849 | ditto | - | - | - | - | 34 | 7 | 0 | 0 | 0 | 6 | 1 | 1 | 5 | 0 | 2 | 5 | 35 | 0 | 1 | 1 |
| William Wade West | - | 16 Oct. 1797 | 11 April 1810 | 27 Dec. 1849 | ditto | - | - | - | - | 34 | 9 | 3 | 5 | 0 | 0 | 0 | 5 | 4 | 12 | 2 | 6 | 34 | 10 | 0 | 3 |
| James Shipley | - | 17 Nov. 1801 | 17 April 1810 | 12 Oct. 1849 | ditto | - | - | - | - | 35 | 8 | 0 | 3 | 0 | 2 | 3 | 4 | 4 | 8 | 0 | 1 | 35 | 11 | 0 | 0 |
| James Storey | - | 8 Mar. 1801 | 28 April 1810 | 12 Oct. 1849 | ditto | - | - | - | - | 34 | 3 | 0 | 4 | 0 | 2 | 3 | 4 | 5 | 2 | 3 | 2 | 34 | 6 | 0 | 1 |
| James Gallichan | - | 7 April 1798 | 4 May 1810 | 12 Oct. 1849 | ditto | - | - | - | - | 39 | 4 | 1 | 0 | 0 | 2 | 8 | 4 | 0 | 11 | 1 | 3 | 39 | 7 | 0 | 4 |
| Robert Bates Matthews | - | 10 Dec. 1799 | 4 May 1810 | 12 Oct. 1849 | ditto | - | - | - | - | 39 | 3 | 2 | 5 | 0 | 2 | 3 | 4 | 0 | 2 | 0 | 2 | 39 | 6 | 2 | 2 |

LIEUTENANTS.

| NAME. | Date of First Entry into the Navy. | Date of Commission as Lieutenant. | Whether on Full or Half Pay, when Promoted. | Period on Full Pay. | | | | Period on Half Pay. | | | |
|---|--|---|--|---------------------------|----|----|----|---------------------------|----|----|----|
| | | | | Y. | M. | W. | D. | Y. | M. | W. | D. |
| James Edward Elliott - - | 17 Mar. 1828 | 10 Aug. 1845 | - - Full pay as master. | - | - | - | - | 1 | 10 | 3 | 3 |
| Thomas Goss - - - - | 2 April 1828 | 7 Nov. 1845 | - - Full pay as master. | - | - | - | - | 2 | 0 | 0 | 0 |
| Frederick Woolcombe - - | 26 Oct. 1838 | 25 June 1846 | Full pay - | 3 | 5 | 0 | 4 | 0 | 1 | 2 | 5 |
| Algernon Frederick Rous De Horsey. | 25 Feb. 1840 | 26 July 1846 | ditto - | 2 | 3 | 3 | 6 | 1 | 1 | 3 | 0 |
| John Milward Reeve - - | 6 Jan. 1838 | 2 Nov. 1846 | ditto - | 1 | 10 | 0 | 0 | 1 | 5 | 0 | 5 |
| Adam Alexander Duncan Dundas | 26 July 1836 | 9 Nov. 1846 | ditto - | 1 | 10 | 2 | 3 | 1 | 4 | 1 | 1 |
| Loftus Christopher H. Robinson | 26 Aug. 1840 | 7 Jan. 1847 | ditto - | 2 | 3 | 3 | 3 | 0 | 7 | 6 | 4 |
| Henry William Dawson - - | 10 July 1840 | 1 Mar. 1847 | ditto - | 1 | 12 | 1 | 4 | 0 | 10 | 4 | 4 |
| Patrick Johnston - - - | 3 Nov. 1840 | 25 April 1847 | ditto - | 2 | 2 | 1 | 2 | 0 | 7 | 2 | 5 |
| Hugh Maximilian Elliot - - | 12 Sept. 1840 | 13 Aug. 1847 | ditto - | 1 | 12 | 2 | 1 | 0 | 5 | 2 | 0 |
| Arthur George Fitz Roy - - | 1 May 1840 | 15 Aug. 1847 | ditto - | 1 | 6 | 2 | 1 | 0 | 12 | 2 | 3 |
| Henry Dennis Hickley - - | 14 Nov. 1840 | 24 Aug. 1847 | ditto - | 2 | 0 | 3 | 1 | 0 | 3 | 3 | 3 |
| William Montagu Dowell - - | 23 April 1839 | 25 Oct. 1847 | ditto - | 1 | 6 | 1 | 5 | 0 | 3 | 0 | 0 |
| John Eglinton Montgomerie - - | 3 Oct. 1840 | 1 Jan. 1848 | ditto - | 1 | 6 | 2 | 3 | 0 | 6 | 1 | 5 |
| John Proctor Luce - - - | 18 June 1840 | 10 Feb. 1848 | ditto - | 1 | 2 | 1 | 4 | 0 | 9 | 0 | 6 |
| Maxwell Fox - - - - | 27 Feb. 1840 | 10 Feb. 1848 | ditto - | 0 | 3 | 1 | 2 | 1 | 8 | 1 | 1 |
| George Henry Parkin - - | 8 June 1840 | 10 Feb. 1848 | ditto - | 1 | 2 | 3 | 4 | 0 | 8 | 2 | 6 |
| Francis James Dashwood - - | 26 Aug. 1841 | 15 Feb. 1848 | ditto - | 1 | 7 | 1 | 0 | 0 | 4 | 0 | 6 |
| Edwin C. Symons - - - | 13 Nov. 1841 | 15 Feb. 1848 | ditto - | 0 | 9 | 3 | 4 | 1 | 1 | 2 | 1 |
| William Goodwin Crowder - - | 1 Nov. 1836 | 29 Feb. 1848 | ditto - | 2 | 4 | 3 | 1 | 0 | 3 | 3 | 3 |
| Richard Dawkins - - - | 1 Sept. 1841 | 2 Mar. 1848 | ditto - | 1 | 6 | 0 | 4 | 0 | 4 | 2 | 0 |
| John Gwynne - - - - | 12 Feb. 1828 | 4 Mar. 1848 | ditto - | 1 | 7 | 1 | 0 | 0 | 3 | 2 | 2 |
| Charles Bradney Payne - - | 11 Oct. 1841 | 4 Mar. 1848 | ditto - | 1 | 10 | 3 | 1 | 0 | 0 | 0 | 1 |
| Charles Thomas Curme - - | 29 Oct. 1841 | 4 Mar. 1848 | ditto - | 1 | 9 | 1 | 4 | 0 | 1 | 1 | 5 |
| Thomas Saumarez - - - | 24 Dec. 1841 | 10 Mar. 1848 | ditto - | 1 | 6 | 3 | 5 | 0 | 3 | 2 | 5 |
| Charles Stuart Forbes - - | 29 Oct. 1841 | 13 Mar. 1848 | ditto - | 1 | 10 | 0 | 5 | 0 | 0 | 1 | 2 |
| Francis M. Fraser - - - | 2 Feb. 1841 | 14 Mar. 1848 | ditto - | 1 | 12 | 2 | 3 | - | - | - | - |
| John Paulet Miller - - - | 19 Feb. 1841 | 14 Mar. 1848 | ditto - | 1 | 10 | 1 | 6 | - | - | - | - |
| Thomas Charles Cholmeley - - | 3 Mar. 1841 | 17 Mar. 1848 | ditto - | 1 | 7 | 1 | 4 | 0 | 2 | 3 | 6 |
| John Hanmer - - - - | 6 Aug. 1840 | 8 April 1848 | ditto - | 0 | 8 | 1 | 3 | 1 | 1 | 0 | 6 |
| Rowley Lambert - - - - | 26 Nov. 1840 | 23 April 1848 | Unemployed - | 1 | 2 | 0 | 3 | 0 | 6 | 3 | 5 |
| Charles Webley Hope - - - | 31 Aug. 1841 | 11 May 1848 | Full pay - | 0 | 10 | 1 | 6 | 0 | 10 | 3 | 5 |
| John Murray - - - - | 2 April 1841 | 13 May 1848 | ditto - | 1 | 2 | 1 | 4 | 0 | 6 | 3 | 5 |
| Frederick Henry Stirling - - | 10 Mar. 1842 | 29 May 1848 | ditto - | 1 | 5 | 2 | 5 | 0 | 1 | 2 | 5 |
| George Hope Mansell - - - | 8 Mar. 1841 | 19 June 1848 | ditto - | 1 | 7 | 0 | 0 | - | - | - | - |
| George William Rice - - - | 10 Mar. 1840 | 19 June 1848 | ditto - | 1 | 10 | 1 | 4 | 0 | 5 | 3 | 7 |
| Hugh Arthur Reilly - - - | 24 Sept. 1840 | 19 June 1848 | ditto - | 1 | 3 | 3 | 0 | 0 | 3 | 1 | 0 |
| D'Arcy Spence Preston - - | 25 Aug. 1841 | 19 June 1848 | Unemployed - | 1 | 5 | 1 | 2 | 0 | 1 | 2 | 5 |
| Charles F. Robinson - - - | 20 July 1839 | 28 June 1848 | Full pay - | 0 | 4 | 2 | 0 | 0 | 1 | 2 | 3 |
| Thomas Andrews - - - - | 13 Aug. 1839 | 3 July 1848 | Unemployed - | 1 | 5 | 2 | 4 | 0 | 0 | 3 | 3 |
| Robert George Craigie - - - | 25 June 1841 | 5 Aug. 1848 | Full pay - | 1 | 2 | 1 | 4 | 0 | 2 | 3 | 5 |
| Henry Anson Ford - - - | 16 Jan. 1840 | 16 Aug. 1848 | ditto - | 0 | 12 | 2 | 5 | 0 | 6 | 1 | 0 |
| Austen Bissell Hodgkinson - - | 25 Aug. 1841 | 16 Aug. 1848 | Unemployed - | 1 | 11 | 0 | 3 | 0 | 0 | 3 | 2 |
| Cortland Herbert Simpson - - | 21 Aug. 1841 | 30 Aug. 1848 | Full pay - | 2 | 0 | 2 | 2 | - | - | - | - |
| William George Hepburn Morgan | 12 Mar. 1842 | 12 Sept. 1848 | Unemployed - | 1 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| John William Pike - - - | 8 Mar. 1842 | 12 Sept. 1848 | Full pay - | 1 | 2 | 3 | 5 | 0 | 1 | 0 | 1 |
| George Mills Frederick Moles- worth. | 22 Nov. 1841 | 12 Sept. 1848 | ditto - | 1 | 2 | 0 | 0 | 0 | 1 | 3 | 6 |
| William Brabazon Urmston - - | 19 Aug. 1841 | 29 Sept. 1848 | Unemployed - | 0 | 7 | 1 | 0 | 0 | 8 | 3 | 3 |
| Sydney Wolrige - - - - | 4 June 1841 | 29 Sept. 1848 | Full pay - | 1 | 3 | 1 | 3 | - | - | - | - |
| Lewis James Moore - - - | 19 Feb. 1841 | 29 Sept. 1848 | ditto - | 0 | 11 | 3 | 1 | 0 | 4 | 2 | 2 |
| William Drewitt Harris - - - | 19 Aug. 1841 | 29 Sept. 1848 | Unemployed - | 1 | 2 | 0 | 0 | - | - | - | - |
| Charles Gibbons - - - - | 14 Sept. 1841 | 29 Sept. 1848 | Full pay - | 1 | 3 | 1 | 3 | - | - | - | - |
| Thomas Langley Hallows - - | 15 Sept. 1841 | 30 Sept. 1848 | ditto - | 0 | 6 | 1 | 5 | 0 | 9 | 3 | 4 |
| Henry William Wright - - - | 14 Sept. 1841 | 30 Sept. 1848 | ditto - | 0 | 3 | 0 | 6 | 1 | 0 | 0 | 3 |
| William Buller Elphinstone - - | 1 July 1841 | 16 Oct. 1848 | ditto - | 0 | 8 | 3 | 2 | 0 | 6 | 3 | 5 |
| Thomas Bridgman Lethbridge - - | 12 Feb. 1842 | 16 Oct. 1848 | ditto - | 1 | 2 | 2 | 4 | 0 | 0 | 0 | 3 |
| Thomas D. Atkinson - - - | 8 Jan. 1842 | 16 Oct. 1848 | ditto - | 0 | 6 | 2 | 6 | 0 | 4 | 6 | 0 |
| William Gore Jones - - - | 29 Oct. 1841 | 6 Nov. 1848 | ditto - | 0 | 8 | 3 | 6 | 0 | 6 | 0 | 1 |
| Francis Trevor Hamilton - - | 26 Oct. 1841 | 6 Nov. 1848 | ditto - | 1 | 2 | 0 | 0 | - | - | - | - |
| Francis Peel - - - - | 29 Oct. 1841 | 6 Nov. 1848 | ditto - | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| John Burgess - - - - | 1 Sept. 1841 | 11 Nov. 1848 | ditto - | 0 | 8 | 2 | 4 | 0 | 6 | 0 | 5 |
| Webb Elphinstone Stone - - | 24 Aug. 1841 | 11 Nov. 1848 | ditto - | 0 | 8 | 2 | 1 | 0 | 6 | 1 | 1 |
| Frederick Anstruther Herbert - | 30 Aug. 1841 | 11 Nov. 1848 | ditto - | 0 | 3 | 0 | 0 | 0 | 11 | 3 | 2 |
| Edward Nares - - - - | 22 Oct. 1841 | 11 Nov. 1848 | ditto - | 1 | 1 | 3 | 2 | - | - | - | - |
| William Cox Chapman - - - | 29 Oct. 1841 | 11 Nov. 1848 | Unemployed - | 1 | 9 | 3 | 4 | - | - | - | - |

LIEUTENANTS—continued.

| NAME. | Date of First Entry in the Navy. | Date of Commission as Lieutenant. | Whether on Full or Half Pay, when Promoted. | Period on Full Pay. | | | | Period on Half Pay. | | | |
|---|--|---|--|------------------------|----|----|----|------------------------|----|----|----|
| | | | | Y. | M. | W. | D. | Y. | M. | W. | D. |
| Thomas James Mac Donnell - | 7 Nov. 1840 | 13 Nov. 1848 | Full pay - | 0 | 1 | 0 | 6 | 1 | 0 | 2 | 1 |
| John Lyons Macleod - | 13 Nov. 1841 | 13 Nov. 1848 | Unemployed - | 1 | 1 | 1 | 5 | 0 | 0 | 1 | 2 |
| William Brace Mason - | 19 Feb. 1841 | 20 Nov. 1848 | Full pay - | 1 | 1 | 2 | 0 | — | — | — | — |
| William Lowley Staniforth - | 4 Dec. 1841 | 22 Nov. 1848 | Unemployed - | 1 | 1 | 1 | 6 | 0 | 1 | 0 | 3 |
| Augustus John Kingston - | 30 Aug. 1841 | 28 Nov. 1848 | ditto - | 0 | 8 | 1 | 2 | 0 | 5 | 0 | 4 |
| George Adolphus Pidcock - | 29 Oct. 1841 | 28 Nov. 1848 | ditto - | 0 | 6 | 1 | 6 | 0 | 7 | 0 | 0 |
| Henry Warrington Corneek - | 29 Oct. 1841 | 30 Nov. 1848 | Full pay - | 0 | 9 | 1 | 0 | 0 | 4 | 3 | 4 |
| James Edward Bickford - | 19 Feb. 1842 | 13 Dec. 1848 | Unemployed - | 0 | 6 | 2 | 6 | 0 | 6 | 3 | 6 |
| John Edward Commerell - | 19 Feb. 1842 | 13 Dec. 1848 | ditto - | 0 | 9 | 0 | 5 | 0 | 4 | 2 | 0 |
| Clement Charles Day - | 15 Nov. 1841 | 19 Dec. 1848 | Full pay - | 0 | 6 | 0 | 4 | 0 | 7 | 1 | 2 |
| Edward Ferdinand Holme - | 20 May 1841 | 19 Dec. 1848 | ditto - | 0 | 5 | 0 | 2 | 0 | 8 | 1 | 4 |
| John James Stephen Josling - | 7 Nov. 1840 | 25 July 1847 | ditto - | 2 | 2 | 3 | 6 | 0 | 3 | 2 | 3 |
| William Bowden - | 23 July 1840 | 27 Oct. 1847 | ditto - | 1 | 4 | 3 | 2 | 0 | 10 | 2 | 1 |
| Charles Mathew Buckle - | 30 Aug. 1841 | 6 Dec. 1847 | ditto - | 1 | 5 | 1 | 3 | 0 | 8 | 2 | 2 |
| William Lambert - | 6 July 1839 | 10 Feb. 1848 | ditto - | 0 | 4 | 3 | 6 | 1 | 6 | 2 | 4 |
| William Burdon - | 11 Mar. 1842 | 25 April 1848 | ditto - | 0 | 10 | 1 | 6 | 0 | 11 | 2 | 0 |
| James William Vaughan - | 26 Aug. 1841 | 30 Sept. 1848 | ditto - | 0 | 8 | 3 | 6 | 0 | 7 | 1 | 3 |
| Thomas Hutchinson Mangles Martin - | 13 Jan. 1842 | 12 Oct. 1848 | ditto - | 0 | 12 | 1 | 3 | 0 | 3 | 2 | 2 |
| Edward Hood Lingard Ray - | 22 Dec. 1842 | 4 Jan. 1849 | ditto - | 0 | 1 | 3 | 6 | 0 | 10 | 3 | 6 |
| Robert Gibson - | 19 Feb. 1842 | 16 Jan. 1849 | ditto - | 0 | 12 | 2 | 0 | — | — | — | — |
| George Edward Serocold Pearce Serocold - | 24 Dec. 1841 | 23 Jan. 1849 | ditto - | 0 | 12 | 1 | 0 | — | — | — | — |
| Charles Egerton Harcourt Vernon - | 9 Sept. 1841 | 2 Feb. 1849 | ditto - | 0 | 5 | 2 | 4 | 0 | 6 | 1 | 0 |
| Thomas Montgomery Campbell - | 26 Oct. 1841 | 2 Feb. 1849 | ditto - | 0 | 8 | 2 | 0 | 0 | 3 | 1 | 4 |
| John Ward (a) - | 19 Aug. 1840 | 2 Feb. 1849 | ditto - | 0 | 7 | 0 | 0 | 0 | 4 | 3 | 4 |
| Edmund Sneyd Grove - | 24 Dec. 1841 | 2 Feb. 1849 | ditto - | 0 | 1 | 1 | 0 | 0 | 10 | 2 | 4 |
| Hugo Beaumont Burnaby - | 14 Sept. 1841 | 23 Feb. 1849 | ditto - | 0 | 4 | 1 | 2 | 0 | 6 | 3 | 2 |
| William Graham - | 20 May 1842 | 2 Mar. 1849 | ditto - | 0 | 7 | 1 | 0 | 0 | 3 | 2 | 4 |
| Warren Hastings Anderson - | 25 Aug. 1841 | 8 Mar. 1849 | ditto - | 0 | 11 | 2 | 3 | — | — | — | — |
| Joseph Robinson (c) - | 30 Dec. 1841 | 8 Mar. 1849 | ditto - | 0 | 3 | 0 | 4 | 0 | 7 | 2 | 1 |
| George Willes Watson - | 6 Nov. 1841 | 8 Mar. 1849 | ditto - | 0 | 9 | 2 | 4 | 0 | 4 | 1 | 6 |
| Henry Christian - | 25 Aug. 1841 | 8 Mar. 1849 | ditto - | 0 | 3 | 2 | 4 | 0 | 7 | 0 | 1 |
| George Frederick Meham - | 1 Sept. 1841 | 8 Mar. 1849 | Unemployed - | — | — | — | — | 0 | 10 | 2 | 5 |
| Anthony Hiley Hoskins - | 3 April 1842 | 26 Mar. 1849 | ditto - | 0 | 8 | 2 | 6 | 0 | 1 | 1 | 2 |
| John Whitmarsh Webb - | 4 Jan. 1842 | 11 May 1849 | Full pay - | 0 | 7 | 1 | 0 | 0 | 1 | 0 | 4 |
| Herbert Philip De Kantzon - | 1 Oct. 1841 | 11 May 1849 | ditto - | 0 | 11 | 1 | 0 | 0 | 3 | 3 | 0 |
| William Henry Whyte - | 11 May 1841 | 11 May 1849 | ditto - | 0 | 5 | 1 | 6 | 0 | 2 | 3 | 5 |
| Joseph Edye - | 15 Jan. 1842 | 17 May 1849 | ditto - | 0 | 1 | 3 | 6 | 0 | 6 | 0 | 6 |
| Francis Gordon Probyn - | 5 Nov. 1841 | 17 May 1849 | Unemployed - | 0 | 7 | 1 | 0 | 0 | 0 | 3 | 5 |
| George Foster Burgess - | 26 Mar. 1842 | 17 May 1849 | ditto - | 0 | 0 | 3 | 6 | 0 | 7 | 0 | 6 |
| William Henry Fenwick - | 21 Mar. 1842 | 7 June 1849 | Full pay - | 0 | 7 | 1 | 5 | — | — | — | — |
| John Bythessea - | 24 Dec. 1841 | 12 June 1849 | ditto - | — | — | — | — | 0 | 7 | 1 | 0 |
| Frederick Jones Protheroe - | 25 Aug. 1841 | 12 June 1849 | ditto - | — | — | — | — | 0 | 7 | 1 | 0 |
| Patrick Charles Campbell M'Dougall - | 3 Oct. 1842 | 14 June 1849 | Unemployed - | 0 | 3 | 0 | 4 | 0 | 4 | 0 | 1 |
| Samuel Twyford - | 24 Dec. 1841 | 12 July 1849 | Full pay - | — | — | — | — | 0 | 6 | 0 | 5 |
| George Walter Edward Lloyd - | 24 Dec. 1841 | 12 July 1849 | ditto - | — | — | — | — | 0 | 6 | 0 | 5 |
| Frederick Harrison Smith - | 26 Jan. 1842 | 12 July 1849 | Unemployed - | 0 | 4 | 3 | 4 | 0 | 5 | 0 | 6 |
| George John Malcolm - | 25 Aug. 1841 | 23 July 1849 | Full pay - | 0 | 5 | 3 | 1 | — | — | — | — |
| Joshua Berkeley - | 3 Feb. 1841 | 23 July 1849 | Unemployed - | — | — | — | — | 0 | 6 | 0 | 5 |
| Charles Edward Sidebottom - | 29 Jan. 1842 | 10 Sept. 1849 | Full pay - | — | — | — | — | 0 | 4 | 0 | 1 |
| George Thomas Maitland Purvis - | 16 Aug. 1841 | 10 Sept. 1849 | Unemployed - | 1 | 2 | 3 | 6 | 0 | 4 | 0 | 1 |
| Charles Lodowick Waddilove - | 12 Feb. 1842 | 10 Sept. 1849 | Full pay - | 0 | 12 | 2 | 6 | — | — | — | — |
| Samuel Gurney Cresswell - | 19 Feb. 1842 | 10 Sept. 1849 | Unemployed - | 0 | 0 | 2 | 1 | 0 | 3 | 2 | 0 |
| Richard Malcolm Moorman - | 20 Sept. 1841 | 24 Sept. 1849 | Full pay - | — | — | — | — | 0 | 3 | 2 | 1 |
| Nicholas Edward Brook Turnour - | 24 May 1843 | 28 Sept. 1849 | ditto - | — | — | — | — | 0 | 3 | 1 | 4 |
| Charles G. Guthrie - | 1 Oct. 1842 | 15 Oct. 1849 | Unemployed - | — | — | — | — | 0 | 2 | 3 | 1 |
| Michael Breen - | 29 April 1841 | 19 Oct. 1849 | Full pay - | 0 | 2 | 2 | 4 | — | — | — | — |
| Robert Heron Burton - | 15 Oct. 1841 | 19 Oct. 1849 | ditto - | — | — | — | — | 0 | 2 | 2 | 0 |
| Hubert Campion - | 17 June 1842 | 23 Oct. 1849 | ditto - | — | — | — | — | 0 | 2 | 2 | 0 |
| Charles Trelawney Jago - | 27 April 1842 | 23 Oct. 1849 | ditto - | — | — | — | — | 0 | 2 | 2 | 0 |
| Beville Granville Wyndham Nicolas - | 10 Dec. 1841 | 23 Oct. 1849 | ditto - | — | — | — | — | 0 | 2 | 2 | 0 |
| Angus Campbell - | 3 Nov. 1840 | 4 Dec. 1849 | ditto - | 0 | 5 | 3 | 3 | — | — | — | — |
| George Stratton - | 3 Oct. 1840 | 21 Dec. 1849 | ditto - | — | — | — | — | 0 | 0 | 1 | 4 |
| James John Harrington Groves - | 19 Feb. 1842 | 21 Dec. 1849 | ditto - | — | — | — | — | 0 | 0 | 1 | 4 |
| Charles Aylmer Pembroke Val- lancey Robinson - | 22 Feb. 1842 | 21 Dec. 1849 | Unemployed - | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 4 |
| James Dillon Curtis - | 24 Dec. 1841 | 21 Dec. 1849 | ditto - | — | — | — | — | 0 | 0 | 1 | 4 |

ABSTRACT RETURN of the Total Number of PROMOTIONS in the ROYAL NAVY since the 15th day of May 1847, from the Rank of MIDSHIPMAN to that of ADMIRAL, inclusive ; stating the Number of each Rank Promoted in each Year, and distinguishing the Number of each Rank Promoted, when Employed and Afloat, from those on Half Pay ; and also from those in the Coast Guard Service, in each Year.

| RANK. | Y E A R. | Total Number Promoted. | Number on Full Pay. | Number on Half Pay. | Number in Coast Guard. |
|-----------------------------------|----------------------------|------------------------|---------------------|---------------------|------------------------|
| Admiral to Admiral of the Fleet - | 15 May to 31 December 1847 | none | none | none | none. |
| Ditto - - - | - - 1848 - - | none | none | none | none. |
| Ditto - - - | - - 1849 - - | 1 | none | 1 | none. |
| Vice-Admiral to Admiral - - | 15 May to 31 December 1847 | 3 | none | 3 | none. |
| Ditto - - - | - - 1848 - - | 4 | none | 4 | none. |
| Ditto - - - | - - 1849 - - | 5 | none | 5 | none. |
| Rear-Admiral to Vice-Admiral - | 15 May to 31 December 1847 | 7 | 1 | 6 | none. |
| Ditto - - - | - - 1848 - - | 6 | 1 | 5 | none. |
| Ditto - - - | - - 1849 - - | 10 | 2 | 8 | none. |
| Captains to Rear-Admirals - | 15 May to 31 December 1847 | 8 | 3 | 5 | none. |
| Ditto - - - | - - 1848 - - | 11 | 1 | 10 | none. |
| Ditto - - - | - - 1849 - - | 15 | 2 | 13 | none. |
| Captains to Retired Captains - | 15 May to 31 December 1847 | 2 | none | 2 | none. |
| Ditto - - - | - - 1848 - - | 8 | none | 8 | none. |
| Ditto - - - | - - 1849 - - | 5 | none | 5 | none. |
| Commanders to Captains - - | 15 May to 31 December 1847 | 12 | 8 | 4 | none. |
| Ditto - - - | - - 1848 - - | 14 | 6 | 7 | 1 |
| Ditto - - - | - - 1849 - - | 12 | 4 | 7 | 1 |
| Commanders to Retired Captains | 15 May to 31 December 1847 | 3 | none | 3 | none. |
| Ditto - - - | - - 1848 - - | 4 | none | 4 | none. |
| Ditto - - - | - - 1849 - - | 3 | none | 3 | none. |
| Lieutenants to Commanders - | 15 May to 31 December 1847 | 27 | 19 | 8 | none. |
| Ditto - - - | - - 1848 - - | 34 | 17 | 14 | 3 |
| Ditto - - - | - - 1849 - - | 33 | 24 | 6 | 3 |
| Lieutenants to Retired Commanders | 15 May to 31 December 1847 | 7 | none | 7 | none. |
| Ditto - - - | - - 1848 - - | 30 | none | 30 | none. |
| Ditto - - - | - - 1849 - - | 28 | none | 28 | none. |
| Mates to Lieutenants - - - | 15 May to 31 December 1847 | 32 | 30 | 2 | none. |
| Ditto - - - | - - 1848 - - | 76 | 62 | 14 | none. |
| Ditto - - - | - - 1849 - - | 54 | 42 | 12 | none. |

A RETURN of the Number of SEA OFFICERS on the 1st January in each of the Years 1828 and 1850; also, the Total Amount per Annum for the SEA PAY of those Employed and for the HALF PAY of those Unemployed at each of those Periods; and the Total Number of each Class.

1828.

| RANK. | Total Number. | Number on Sea Pay. | Amount of Sea Pay. | Number on Half Pay. | Amount of Half Pay of those Unemployed. |
|------------------------------------|---------------|--------------------|--|---------------------|---|
| Admiral of the Fleet - - - - | - - | none - | - - - | 1 | £. s. d. 1,149 15 - |
| Admirals - - - - - | - - | 2 | - - - | 48 | 36,792 - - |
| Vice-Admirals - - - - - | - - | 5 | - - - | 62 | 36,773 15 - |
| Rear-Admirals - - - - - | - - | 3 | No detailed statement of the Estimates was made at this time, and therefore the Expense of each rank cannot be stated. | 64 | 29,200 - - |
| Retired Rear-Admirals - - - - | - - | none - | | 25 | 11,406 5 - |
| Retired Captains - - - - - | - - | none - | | 13 | 3,631 15 - |
| Captains - - - - - | - - | 64 | | 746 | 153,427 15 - |
| Commanders - - - - - | - - | 88 | | 772 | 123,862 15 - |
| Retired Commanders, O. C. 1816 - - | - - | none - | - - - | 99 | 15,357 7 6 |
| Lieutenants - - - - - | - - | 547 | - - - | 3,065 | 301,855 - - |

1850.

This statement is given according to Estimate made on the 1st December 1849.

| RANK. | Total Number. | Number on Sea Pay. | Amount of Sea Pay. | Number on Half Pay. | Amount of Half Pay of those Unemployed. |
|---|---------------|--------------------|--------------------|---------------------|---|
| Admiral of the Fleet - - - - | - - | none - | £. s. d. - - - | 1 | £. s. d. 1,149 15 - |
| Admirals - - - - - | - - | 2 | 5,840 - - | 28 | 20,841 10 - |
| Vice-Admirals - - - - - | - - | 3 | 7,665 - - | 42 | 22,858 2 6 |
| Rear-Admirals - - - - - | - - | 7 | 11,680 - - | 69 | 31,481 5 - |
| Retired Rear-Admirals, O. C. 1846 - | - - | none - | - - - | 45 | 20,531 5 - |
| Retired Captains, O. C. 1846 - - | - - | none - | - - - | 132 | 46,829 10 - |
| Captains - - - - - | - - | 69 | 39,591 2 5 | 422 | 87,216 15 - |
| Retired Captains, O. C. 1840 - - | - - | none - | - - - | 51 | 9,845 17 6 |
| Commanders - - - - - | - - | 99 | 30,303 15 9 | 683 | 109,919 15 - |
| Retired Commanders, O. C. 1816 & 1830 - | - - | none - | - - - | 318 | 48,362 - - |
| Lieutenants - - - - - | - - | 502 | 94,838 15 - | 1,437 | 142,705 17 6 |
| Retired Commanders from Masters - | - - | none - | - - - | 38 | 7,902 5 - |

Admiralty Office,
6 February 1851.

J. T. Briggs,
Accountant-General of the Navy.

A RETURN showing the Total Number of OFFICERS in the ROYAL NAVY on the 1st day of January in each of the Years 1828 and 1850; distinguishing the Number of each Rank, from Admiral to Lieutenant inclusive, on Half Pay and in Commission; also distinguishing the Number of Officers and their Ranks in the Coast Guard Service in each of those Years.

1 8 2 8.

| R A N K. | Total Number. | Number in Commission. | Number on Half Pay. | Number in Coast Guard. |
|------------------------------------|------------------|-----------------------------|---------------------------|------------------------------|
| Admiral of the Fleet - - - | 1 | - none - | 1 | - none. |
| Admirals - - - - - | 51 | 2 | 49 | - none. |
| Vice-Admirals - - - - | 68 | 5 | 63 | - none. |
| Rear-Admirals - - - - | 68 | 3 | 65 | - none. |
| Retired Rear-Admirals - - - | 27 | - none - | 27 | - none. |
| Retired Captains - - - - | 20 | - none - | 20 | - none. |
| Captains - - - - - | 884 | 64 | 770 | - none. |
| Retired Captains, O. C. 1840 - - - | - none - | - none - | - none - | - none. |
| Commanders - - - - - | 860 | 88 | 772 | - none. |
| Retired Commanders - - - - | 100 | - none - | 100 | - none. |
| Lieutenants - - - - - | 3,695 | 547 | 3,148 | - none. |

1 8 5 0.

| R A N K. | Total Number. | Number in Commission. | Number on Half Pay. | Number in Coast Guard. |
|------------------------------------|------------------|-----------------------------|---------------------------|------------------------------|
| Admiral of the Fleet - - - - | 1 | - none - | 1 | - none. |
| Admirals - - - - - | 30 | 2 | 28 | - none. |
| Vice-Admirals - - - - - | 45 | 3 | 42 | - none. |
| Rear-Admirals - - - - - | 75 | 7 | 68 | - none. |
| Retired Rear-Admirals - - - - | 45 | - none - | 45 | - none. |
| Retired Captains - - - - - | 144 | - none - | 144 | - none. |
| Captains - - - - - | 519 | 70 | 448 | 1 |
| Retired Captains, O. C. 1840 - - - | 50 | - none - | 50 | - none. |
| Commanders - - - - - | 852 | 98 | 698 | 56 |
| Retired Commanders - - - - - | 317 | - none - | 317 | - none. |
| Lieutenants - - - - - | 2,235 | 448 | 1,516 | 271 |
| Retired Commanders from Masters - | 39 | - none - | 39 | - none. |

N A V Y.

RETURNS of all OFFICERS of the ROYAL NAVY
Promoted on or since 1st January 1848; of
OFFICERS Promoted from the Rank of MID-
SHIPMAN to that of ADMIRAL, inclusive, since
15th May 1847; of SEA OFFICERS and SEA
PAY on 1st January 1848 and 1850; also, of
OFFICERS on 1st January 1848 and 1850, both
inclusive.

(*Mr. Hume.*)

*Ordered, by The House of Commons, to be Printed,
17 February 1851.*

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 12 May 1851 ;—*for*,

- RETURNS “ of the Number of OFFICERS on the present ADMIRALS’, VICE-ADMIRALS’, and REAR-ADMIRALS’ LIST respectively, who have not served a sufficient Time as CAPTAINS to entitle them to their Flag :”
- “ Of the Number of OFFICERS amongst the first 100 and the second 100 respectively on the CAPTAINS’ LIST, who have not yet served a sufficient Time as CAPTAINS to entitle them to their Flag :”
- “ Of the Number of OFFICERS who, at any Time since September 1846, have accepted the Retirement as Retired REAR-ADMIRALS or Retired CAPTAINS :”
- “ Of the Number of FLAG OFFICERS, CAPTAINS, COMMANDERS, and LIEUTENANTS respectively now on Full Pay :”
- “ And, similar RETURN of the Number holding Employments, but not on Sea Pay, under the ADMIRALTY or the BOARD of CUSTOMS respectively.”

Admiralty, }
14 May 1851. }

J. H. HAY,
Chief Clerk.

RETURN of the Number of OFFICERS on the present ADMIRALS’, VICE-ADMIRALS’, and REAR-ADMIRALS’ LIST respectively, who have not served a sufficient Time as CAPTAINS to entitle them to their Flags.

| | | | | | | | | |
|---------------|---|---|---|---|---|---|---|----|
| Admirals | - | - | - | - | - | - | - | 2 |
| Vice-Admirals | - | - | - | - | - | - | - | 17 |
| Rear-Admirals | - | - | - | - | - | - | - | 21 |
| | | | | | | | | 40 |

RETURN of the Number of OFFICERS amongst the first 100 and the second 100 respectively on the CAPTAINS’ LIST, who have not yet served a sufficient Time as CAPTAINS to entitle them to their Flag.

| | | | | | | | |
|-----------------------|---|---|---|---|---|---|----|
| Of the first hundred | - | - | - | - | - | - | 54 |
| Of the second hundred | - | - | - | - | - | - | 84 |

RETURN of the Number of OFFICERS who, at any Time since September 1846, have accepted the Retirement as Retired REAR-ADMIRALS or Retired CAPTAINS.

Accepted the Retirement, and Retired - - - 218
(Thirty-eight of the above Officers have died since their Retirement.)

RETURN of the Number of FLAG OFFICERS, CAPTAINS, COMMANDERS, and LIEUTENANTS respectively now on Full Pay.

| | | | | | | | |
|---------------|---|---|---|---|---|---|-----|
| Flag Officers | - | - | - | - | - | - | 11 |
| Captains | - | - | - | - | - | - | 75 |
| Commanders | - | - | - | - | - | - | 99 |
| Lieutenants | - | - | - | - | - | - | 433 |

RETURN of the Number of FLAG OFFICERS, CAPTAINS, COMMANDERS, and LIEUTENANTS holding Employments, but not on Sea Pay, under the ADMIRALTY or the BOARD of CUSTOMS respectively.

| | Under the Admiralty. | Under the Customs. | TOTAL. |
|-------------------------|-------------------------|-----------------------|--------|
| Flag Officers - - - - - | — | — | — |
| Captains - - - - - | 6 | 1 | 7 |
| Commanders - - - - - | 5 | 59 | 64 |
| Lieutenants - - - - - | 46 | 263 | 309 |

Admiralty, }
14 May 1851.

J. H. Hay,
Chief Clerk.

N A V Y.

RETURNS of the Number of OFFICERS on the present ADMIRALS' Vice-ADMIRALS' and REAR-ADMIRALS' List respectively, who have not served a sufficient time as CAPTAINS to entitle them to their Flag, &c.

(Mr. Sidney Herbert.)

Ordered, by The House of Commons, to be Printed,
14 May 1851.

NAVY (VESSELS PURCHASED).

RETURN to an Order of the Honourable The House of Commons,
 dae18 June 1851 ;—for,

A RETURN "of all VESSELS that have been PURCHASED for the ROYAL NAVY since the 10th day of May 1847 (the date of the last Return), stating from whom Purchased, the Price Paid, and the Tonnage of each; distinguishing the Slave Vessels (and by whom captured) that have been taken into the Service under the Provisions of the Act 2 & 3 Vict, c. 73, for which the Sum of 6,500 l. has been Voted in the Estimates."

Admiralty, }
 9 July 1851. }

J. H. HAY,
 Chief Clerk.

| Date on which Payment was made or allowed. | From whom Purchased. | NAME OF VESSEL. | Tonnage. | Price Paid for the Vessel. |
|--|---|--|------------------|----------------------------|
| 1847 : 4 May - | - The officers and crew of the Penelope. | - - Cacique, steam slave vessel, (captured by the officers and crew of the Penelope), afterwards Snap. | 222 | £. s. d. 1,731 5 6 |
| 24 July - | -- Mr. Thomas Assheton Smith. | Fire Queen - - - - | 313 | 5,000 - - |
| 7 Sept. - (allowed.) | - - Mr. C. Hyland (Bermuda). | Cassius, American schooner - | 99 $\frac{1}{2}$ | 24 - - |
| 1848 : 30 November | - The officers and crew of the Devastation. | - - Adelaide, slave vessel (captured by the officers and crew of Devastation). | 140 | 263 9 - |
| 1849 : 22 February | - Messrs. Tross & Co. (Rio de Janeiro). | Renira, schooner - - - | 86 | 1,100 - - |
| 20 September | - The officers and crew of the Modeste. | - - Escorpao, slave vessel (captured by the officers and crew of Modeste). | - - | 1,000 - - |
| VESSELS SPECIALLY PURCHASED FOR THE ARCTIC SEARCHING EXPEDITIONS : | | | | |
| Between 1 April and 16 September 1848. | R. & H. Green - | Investigator, including fittings | 450 | 25,337 18 - |
| Between 1 April and 16 September 1848. | M. & H. L. Wigram | Enterprize (including fittings) | 471 | 24,544 16 - |
| 1850 : 2 March - | - Melladew, Newby & Low. | Eider (now Pioneer) - - | 342 | 9,600 - - |
| 7 March - | T. & W. Smith - | - - Ptarmigan, now Resolute; purchase-money, 10,777 l. - | 424 | 18,742 - - |
| 28 March - | R. & H. Green - | Fittings, 7,965 l. - - | | |
| 12 & 23 Mar. | Thomas Kincaid - | - - Baboo, now Assistance; purchase-money, 5,750 l. 12 s. 10 d. Fittings, 8,451 l. 3 s. - - | 424 | 14,201 15 10 |
| Between 22 March and 20 May. | M. & H. L. Wigram | | | |
| 30 March | - Melladew, Newby & Low. | Free Trade, now Intrepid - | 342 | 9,000 - - |
| EXPEDITION UNDER CAPTAIN PENNY : | | | | |
| Between 30 March and 11 May. | Hood & Co. - - | Lady Franklin - - - | 265 | 3,275 - - |
| 11 May - | Thomas Adamson - | Sophia - - - - | 156 | 1,770 - - |

J. T. Briggs,
 Accountant-General of the Navy.

NAVY (VESSELS PURCHASED).

A RETURN of all Vessels that have been Purchased for the ROYAL NAVY, since the 10th day of May 1847 (the date of the last Return), stating from whom Purchased, the Price Paid, and the Tonnage of each.

(*Sir George Pechell.*)

*Ordered by The House of Commons, to be Printed,
11 July 1851.*

N A V Y.

RETURN to an Order of the Honourable The House of Commons,
dated 11 April 1851;—for,

A RETURN “of the Sums paid for ARTICLES purchased for the VICTUALLING of the NAVY, during the Year 1850–51, distinguishing what has been paid for British and Colonial and Foreign Produce, so far as the same can be made out.”

| ARTICLES. | BRITISH. | COLONIAL. | FOREIGN. | TOTAL AMOUNT. |
|---|---------------|-------------|-------------|---------------|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Arrowroot - - - - | - - - - | 54 11 4 | - - - - | 54 11 4 |
| Biscuit Bags - - - - | - - - - | 1 1 8 | 21 11 4 | 22 13 - |
| Barley (Scotch and Pearl) - | 62 10 - | 2 10 - | - - - | 65 - - |
| Beef (Salt) - - - - | - - - - | 93 10 9 | 72 6 3 | 165 17 - |
| Beef (Fresh) - - - - | 41,037 5 3 | 15,711 19 6 | 11,265 16 - | 68,015 - 9 |
| Biscuit purchased and manu- factured from Wheat pur- chased, including cost of Wheat and expense of ma- nufacturing - - - - | 39,045 16 10 | 10,670 12 2 | 7,750 5 3 | 57,466 14 3 |
| Bread (soft) - - - - | 2 3 - | 278 17 1 | 1,031 12 7 | 1,312 12 8 |
| Butter - - - - | 75 8 7 | - - - | - - - | 75 8 7 |
| Calavances - - - - | - - - | 172 10 - | - - - | 172 10 - |
| Candles - - - - | 37 15 4 | 4 - 4 | - - - | 41 15 8 |
| Casks (with Provisions) - | - - - | 11 19 3 | 292 - - | 303 19 3 |
| Coals - - - - | 1,685 14 3 | - - - | - - - | 1,685 14 3 |
| Cocoa - - - - | - - - | 13,109 6 1 | - - - | - - - |
| Cost of manufacturing Cho- colate from Cocoa pur- chased - - - - | 598 15 7 | - - - | - - - | 13,708 1 8 |
| Coffee - - - - | - - - | - - - | 22 - - | 22 - - |
| Comforts (medical) - - | 256 9 4 | - 15 7 | - - - | 257 4 11 |
| Cooperage articles - - | - 10 - | 25 - - | - - - | 25 10 - |
| Currants - - - - | - - - | 182 17 - | - - - | 182 17 - |
| Flour purchased and manu- factured from Wheat pur- chased, including cost of Wheat and expenses of manu- facturing - - - - | 4,446 18 8 | 1,092 9 - | 619 8 8 | 6,158 16 4 |
| Hay - - - - | 90 14 7 | - - - | - - - | 90 14 7 |
| Hoops (Iron) - - - - | 1,006 9 1 | - - - | - - - | 1,006 9 1 |
| Hoops (Wood) - - - - | 311 11 4 | - - - | - - - | 311 11 4 |
| Hops - - - - | 18 - - | - - - | - - - | 18 - - |
| Implements for Pursers - | 279 2 7 | - - - | - - - | 279 2 7 |
| Lemon-juice - - - - | - - - | 410 9 4 | 69 14 10 | 480 4 2 |
| Ditto, Cases and Bottles - | 222 5 5 | - - - | 7 1 - | 229 6 5 |
| Mustard - - - - | 1,112 18 6 | - - - | - 11 6 | 1,113 10 - |
| Oats - - - - | 2,929 13 9 | - - - | - - - | - - - |
| Cost of manufacturing Oat- meal from Oats purchased - | 125 - 7 | - - - | - - - | 3,054 14 4 |
| Oil, &c. - - - - | 99 7 4 | 36 5 - | - - - | 135 12 4 |
| Peas - - - - | 7,376 - - | - - - | - - - | 7,376 - - |
| Pepper - - - - | - - - | 452 7 1 | - - - | 452 7 1 |
| Pork (Salt) - - - - | 21,257 3 2 | 128 8 - | 16,212 19 9 | 37,598 10 11 |
| Preserved Meats, Vegetables, &c. - - - - | 5,819 - 6 | 15 8 - | 16,798 11 1 | 22,632 19 7 |
| Raisins - - - - | - - - | 28 10 11 | 27 1 1 | 55 12 - |
| Rice - - - - | - - - | 1,093 17 11 | 60 13 - | 1,154 10 11 |
| Sago - - - - | - - - | 30 3 - | - - - | 30 3 - |
| Salt - - - - | - 6 - | 5 17 7 | - - - | 6 3 7 |
| Small Stores - - - - | 1,914 4 5 | 43 1 8 | - - - | 1,957 6 1 |
| Soap - - - - | 8,455 1 10 | 130 8 1 | - - - | 8,585 9 11 |
| Spirits - - - - | - - - | 17,111 9 9 | 62 13 9 | 17,174 3 6 |
| Staves (Quebec) - - - | - - - | 505 10 9 | - - - | 505 10 9 |
| Suet - - - - | - - - | 3 10 - | - - - | 3 10 - |
| Sugar - - - - | - - - | 17,152 6 5 | 941 19 6 | 18,094 5 11 |
| Tanks, Gear, &c. - - | 3,792 5 11 | - - - | - - - | 3,792 5 11 |
| Tea - - - - | - - - | - - - | 7,303 11 1 | 7,303 11 1 |
| Carried forward - £. | 142,058 11 10 | 78,559 13 3 | 62,559 16 8 | 283,178 1 9 |

2 SUMS PAID FOR ARTICLES PURCHASED FOR VICTUALLING OF NAVY.

| ARTICLES. | BRITISH. | | | COLONIAL. | | | FOREIGN. | | | TOTAL AMOUNT. | | |
|-----------------|----------|----|----|---|----|----|----------|----|----|---------------|----|----|
| | £. | s. | d. | £. | s. | d. | £. | s. | d. | £. | s. | d. |
| Brought forward | - | - | - | 142,058 | 11 | 10 | 78,559 | 13 | 3 | 62,559 | 16 | 8 |
| Tobacco | - | - | - | - | - | - | - | - | - | 4,270 | 11 | 10 |
| Vegetables | - | - | - | 1,727 | 2 | 9 | 1,447 | 2 | 7 | 2,119 | 4 | 4 |
| Vinegar | - | - | - | 2,101 | 17 | 1 | 9 | 17 | 5 | - | - | - |
| Water | - | - | - | 13 | 15 | 11 | 287 | 8 | 5 | 2,160 | 1 | 3 |
| Wheat | - | - | - | Amount included in the value of Biscuit and Flour manufactured. | | | | | | 2,461 | 5 | 7 |
| Wine | - | - | - | - | - | - | 16 | 16 | - | 1,254 | 1 | 8 |
| | | | | | | | | | | 1,270 | 17 | 8 |
| TOTAL | - | - | - | £. 145,901 | 7 | 7 | 80,320 | 17 | 8 | 72,363 | 15 | 9 |
| | | | | | | | | | | 298,586 | 1 | - |

The foregoing Statement shows the total amount already paid for provisions and victualling stores purchased during the year 1850-51, so far as vouchers have yet come to hand; but further claims to a considerable amount will probably be received up to October 1851 (when the official Accounts for 1850-51 will be closed), on account of provisions purchased abroad, all of which will have to be posted in addition to the 298,586*l.* 1*s.* above stated.

It is to be observed also, that payments on account of Vote No. 2, have, during the financial year 1850-51, been made to the following extent; viz.

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|----|---------|----|----|
| Pursers' Profit Balances | - | - | - | - | - | - | - | - | £. | s. | d. |
| Amount paid for Savings of Provisions | - | - | - | - | - | - | - | - | 45,672 | 15 | 11 |
| Necessary and Provision Money, including additional Allowances for Lights, Coals, &c. | - | - | - | - | - | - | - | - | 96,036 | 2 | 5 |
| | | | | | | | | | 52,716 | 14 | 1 |
| Provisions purchased as above, as far as Accounts have been received | | | | | | | | | 194,425 | 12 | 5 |
| | | | | | | | | | 298,586 | 1 | - |
| TOTAL | - | - | - | - | - | - | - | £. | 498,011 | 13 | 5 |

Admiralty, }
15 May 1851.

Tho' T. Grant,
Comptroller of Victualling.

NAVY.

RETURN of the Sums paid for ARTICLES purchased for the VICTUALLING of the NAVY, during the Year 1850-51, distinguishing what has been paid for British and Colonial and Foreign Produce, so far as the same can be made out.

(Sir Francis Baring.)

Ordered, by The House of Commons, to be Printed,
19 May 1851.

